The Signalman's Journal

Volume 76, Number 2 *April 1995*

2651C
P F RHOADS
4015 FRIEDENSBURG ROAD
OLEY PA 19547-8714

In This Issue:

Two BRS Members Fatally Injured - Page 9
Legislation Could Legalize Sham Unions - Page 13
Rule Proposed For Installation Of Crossing Signals - Page 14
Emergency Board Established For Metro-North - Page 17

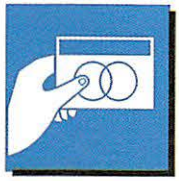
BROTHERHOOD OF RAILROAD SIGNALMEN
FOUNDED 1901
AFL-CIO

BRS UNION PRIVILEGE PROGRAMS

You get these money-saving benefits because you belong to the BRS

And they're provided by the Brotherhood, not your employer, as another benefit of union membership. These benefits can help you and your family save money on the products and services you use at home.

This package of benefits has special features designed just for BRS members. There is nothing else like it anywhere in the country.



MASTERCARD®

A union credit card with low interest rate, no annual fee. You can apply for the Union MasterCard, which has a low variable rate, no hidden fees and a unique union design. This card is ideal if you don't pay off your bill each month. It can save you about $100 a year versus other higher-rate cards, even those with grace periods.

- One of the nation's lowest interest rates
- No annual fee
- No fees for ATM use, cash advances, checks
- "Re-review" available if you are denied
- Interest charged from date of transaction. Typical grace period cards also charge interest from date of transaction if you don't pay off your bill in full each month.

SECURED CARD

A special MasterCard available to help establish or re-establish credit. The Secured MasterCard can help you if you have been turned down for the Union MasterCard, or if you need to establish or repair your credit. You are granted a card after you make a deposit in an interest-bearing savings account. By paying your bills on time for two years, you can get the regular Union MasterCard.

- No application fees
- Competitive fixed Annual Percentage Rate (APR)
- Low annual fee
- This card helps you build or repair your credit record

MORTGAGE AND REAL ESTATE PROGRAM

Buying, selling, refinancing made easier, more affordable. This program can help you, your children and your parents take care of the complete mortgage and real estate process. The whole application process is handled over the phone. And you'll get assistance from expert mortgage counselors.

- Special help available for qualified first-time home buyers
- Discount on Century 21® Real Estate sales commissions
- Extra savings if you both buy and sell a home through the program
- Special assistance if you have a program mortgage and are out of work because of a prolonged strike, layoff or disability

LEGAL SERVICE

Free and discounted legal assistance. This service allows you to consult an attorney on personal legal matters or to prevent a legal problem. Union-approved lawyers at over 900 law offices nationwide are available for free legal consultations of up to 30 minutes. More complex legal matters are handled at a 30 percent discount.

- No enrollment fee
- Free review of select documents
- Free 30-minute consultation — in person or over the phone
- Free follow-up letter or phone call
- 30 percent discount on additional services

Another Benefit of Union Membership

BRS-REG3-1294

FOR MORE INFORMATION: 1-800-452-9425

The Signalman's Journal

Official Publication of the Brotherhood of Railroad Signalmen

Volume 75, Number 2 **April 1995**

DIRECTORY

NATIONAL HEADQUARTERS:
601 West Golf Road, Box U
Mount Prospect, IL 60056-9048
(708) 439-3732 Fax: (708) 439-3743

W.D. Pickett, President
R. R. Foley, Secretary-Treasurer
C. A. McGraw, Vice President - National Railroad Adjustment Board
J. P. Finn, Vice President - Grand Lodge
G. A. Gavalla, Director of Research
J.L. Mattingly, Grand Lodge Representative & Publications Editor
T.J. DePaepe, Grand Lodge Representative

W.A. Radziewicz, Vice President—Northeast
D. M. Boston, National Legislative Rep.
400 North Capitol St., N.W., Suite 857
Washington, D.C. 20001 (202) 628-5935

F.E. Mason, Vice President—Southeast
19600 Highway 73, Lake Norman Plaza
Davidson, NC 28036 (704) 892-6053

J.L. Barton, Vice President—Midwest
Box U, Mount Prospect, IL 60056-9048
(708) 439-3732

V. Van Artsdalen, Vice President—West
607 10th Street, Suite 102
Golden, CO 80401 (303) 278-0507

BOARD OF TRUSTEES:
C.R. Vaught, Chairman
420 Coldstream Dr., P.O. Box 1548
Danville, KY 40422 (606) 236-4840

G.E. Jones, Secretary
P.O. Box 610
Spanish Fork, UT 84660 (801) 798-8368

W.R. Saar Jr., Member
36 Newport Road
Island Park, NY 11558 (516) 897-2674

OFFICERS EMERITUS:
R.T. Bates, President Emeritus
32 Calle Frambuesa
Green Valley, AZ 85614

W.D. Best, Secretary-Treasurer Emeritus
642F Burgundy Court
Elk Grove Village, IL 60007

C.J. Chamberlain, President Emeritus
740 Saint Andrews Lane #33
Crystal Lake, IL 60014

Features:

9. Two Members Fatally Injured
10. Accident Ends Signalman's Career
13. Sham Company Unions
14. FRA Proposes Grade Crossing Rule
15. $6 Million Awarded For High-Speed Rail
17. Metro-North Emergency Board
18. GA-23111 Open Enrollment
26. BN Electronics Training Program
30. Managed Medical Care Q&A

Departments:

4. Letters To The Editor
5. President's Column
6. Photo Contest
8. SPL Report
22. Railroad Retirement Information
32. Labor History
33. Obituaries
36. Benefits Directory
37. FELA Directory
38. Signalman's Store

Cover: Norfolk Southern Signal Maintainer D.L. Johnson repairs a broken gate arm lamp at Cockrell Avenue in Springfield, Illinois. The crossing is located on the New Springfield Runaround.
Photo Submitted By: M.E. Brennan, Local 55

The Signalman's Journal (ISSN-0037-5020) is published bimonthly (February, April, June, August, October, December) by the Brotherhood of Railroad Signalmen, 601 West Golf Road, Box U, Mount Prospect, IL 60056-9048. Second class postage paid at Mount Prospect, IL.
POSTMASTER: Send address changes to: The Signalman's Journal, The Brotherhood of Railroad Signalmen, Box U, Mount Prospect, IL 60056-9048.

Subscription Rates: $10.00 per year, sold only in the United States and Canada. Single copy price is $2.00.

Letters To The Editor

Dear Editor:

Recently I had cause to start investigating the job market. As I'm sure you are aware, my employer, Amtrak, has made an announcement that they will cut the commuter service between Philadelphia and Harrisburg, Pennsylvania.

Amtrak has promised to eliminate this service as of April 1st of this year. Not wanting to wait until the last minute, I decided to write a resume one Sunday afternoon and send it to what I thought was a decent sounding prospect. The job description was for the head of a shipping and receiving department of an insurance carrier. Knowing I make a good wage, I didn't expect a good starting salary, so I hoped that a good benefit package would tide me over for a few years until I could get back to my Amtrak salary range.

Requirements for the job were a computer background, five years shipping and receiving experience, inventory management and scheduling of shipments of forms to satellite offices. Figuring this was a good chance to see if my resume would fly and, if nothing else, practice my interviewing skills, I sent the resume.

A week later I got a call for an interview. First hurdle crossed – the resume was written well enough to open the door for an interview. Now comes the day of the interview. Sure enough, the facility manager is interested in me and sends me up for an interview with the head of personnel. Now to the meat of this letter.

The company was interested enough to offer me a package. It is as follows: starting salary is $9.50 an hour; top end was $15.00 an hour, but they couldn't start me out at that and we came to a figure of $12.50 an hour. Eleven paid holidays, and if they fell on a weekend you forfeited them. Health and dental – and here is the amazing part – was $40 a week contributory for myself, my wife and two children. This is with an insurance company for God's sake! After the first $100 out-of-pocket per individual they would cover 80%. No caps or reconstructive dental work, and no orthodontics coverage – the only things covered were extractions and fillings. Historically, I was told, a raise of three percent a year was the norm. In addition, a three percent bonus of your yearly salary is given to you at the end of the year. This could be used as cash in your pocket or, as an incentive to have employees contribute to their retirement plan, they would contribute an additional three percent if the first three percent was placed in your retirement plan. This would amount to an actual six percent of your salary going to retirement.

When I got home I discussed this with my wife and we decided this was not good enough to prematurely leave Amtrak since April was still two months away. I figured what I pay in union dues doesn't come close to the out-of-pocket expenses incurred by this employer – $50 a month compared to $40 a week at a lesser wage, $4 an hour less to be exact.

I've always been a union man, especially since I saw how union jobs made a better life for my father when I was a kid. Sometimes I get a little of the "what have you done for me lately" mentality, but on the whole, this proves my conviction about our and other labor organizations. Unfortunately, union jobs are getting harder and harder to find. Granted this was the first job I looked at, but I'm sure there aren't much better. Oh, I forgot to mention, this job was not a union job.

Barry Sides,
Local Chairman #106

Dear Editor:

On December 3, 1994, Local 169 held its last meeting. At this meeting, the membership approved a proposal to merge with Local 228 effective January 1, 1995. By this action, we have brought to close the business of a Local which held its first meeting on September 20, 1925 in Tipton, Indiana.

Local 169 was formed to represent Signalmen on the Lake Erie & Western Railroad. It has continued to do so for almost 70 years through various railroad mergers and major changes in the rail industry and our Brotherhood. Due to losses in membership, we felt the members could be better served by this merger, which we hope will present a more united front in our struggle. We will continue to have a separate LE&W seniority district for some years to come, but there still is a sense of loss felt by myself and my brothers in Local 169.

I realize that we are not the first Local that has found it necessary to merge with another, but I felt compelled to advise you of this change. I wanted you and our brothers at Grand Lodge to know that Local 169 will soon be a memory, but the members of this Local will continue to participate and serve our great Brotherhood. As I look over our first ledger of 1925, I see names of brothers that have come and gone – but I hope will not be forgotten. I feel it is our responsibility to do our best to fight the forces that would hold down and enslave the working men and women of this great nation. By doing so, we can keep alive the memories of these brothers and Local 169.

My small contribution of serving as Local Chairman for the past 16 years has been one of – if not the best – experiences of my life. I will continue to serve Local 228 as a Local Chairman. I am happy to assist our Organization in any way.

William E. Tidler, Jr.
Local Chairman #228

Historic Bargaining Opportunity Fades For Railroads

PRESIDENT'S COLUMN

On November 1, 1994, the Brotherhood of Railroad Signalmen served its Section VI Notice (contract proposal) on most carriers party to the previous National Agreement. While it remains impossible to accurately predict the final outcome of this round of collective bargaining, it has now become apparent that the railroads are reluctant to break away from their traditional bargaining pattern. During the negotiations, the Carriers insist on painting a bleak economic picture for the rail industry in the face of skyrocketing business and record profits. They insist on provisions that do little to recognize the vital contribution BRS members make in the profitable operations of a railroad.

Therefore, there has been very little meaningful negotiations during the past four months. Despite our best efforts to expedite this process, the Carrier representatives have insisted on dragging their feet.

The past two rounds of negotiations saw the rail industry turn away from good faith bargaining as a means of settling a contract. Instead of negotiating on a one-on-one basis, they resorted to delay tactics which eventually forced Presidential Emergency Board arbitration proceedings and Congressional interventions. It now appears that the railroads have decided to travel this well beaten path once again.

My sincere hope that the Carrier's would seize an early opportunity for historic, meaningful good faith collective bargaining is quickly fading. With each passing day there is less reason to believe this round of bargaining will be any different than the rest.

Our organization has a long history of non-traditional bargaining. Signalmen have historically used every available means to reach a successful contract settlement. From the outset of these negotiations, the BRS once again took unprecedented action. In an attempt to expedite the process, the BRS has joined forces with other highly skilled railroad craftsmen and formed a bargaining coalition. This coalition consisted of four unions - the International Association of Machinist and Aerospace Workers, the International Brotherhood of Electrical Workers, the Sheet Metal Workers International Association and the BRS.

This coalition has demonstrated a far greater degree of unity than any rail labor coalition in recent history. To date, the coalition continues to meet with carriers' representatives in an attempt to reach an agreement. The coalition is totally committed to securing a fair agreement for all its members.

However, all the commitment in the world means nothing unless this nation's rail carriers are also willing to rise to the challenge. They too must have the desire to reach a fair and equitable agreement at the bargaining table. To this point, that desire has been absent.

We will not waste time. We cannot and will not tolerate a repeat of the bargaining patterns of the past two contracts. Nor will we stand idly by and watch living standards decline, fringe benefits erode, and work rules disappear for Signalmen.

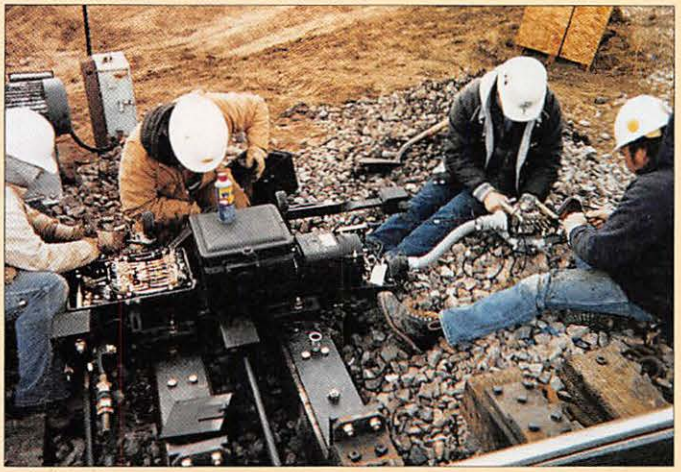
The rail industry was clearly signaled that this round of bargaining offered opportunities for an early settlement. But if the railroads insist on delaying the process and only offer vague and generic counter proposals which provide no specific recommendations to bargain from, then our options become limited.

Signalmen know how to use all the tools available to them, and they stand more than ready and willing to progress the negotiating process along more traditional lines if need be.

If the Carriers are simply trying to shirk their responsibility to negotiate by slow walking the process under the terms of the Railway Labor Act, then Signalmen stand more than willing to take their case for a fair and equitable settlement to any forum necessary.

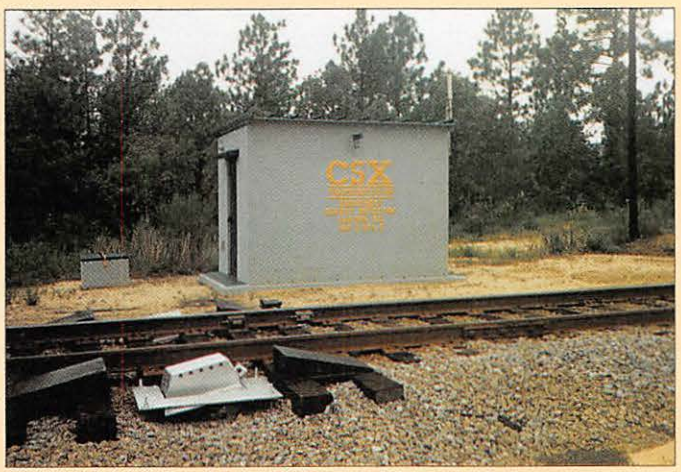
W. Dan Pickett

1995 Photo Contest Entries



BN Signal Crew installs a new M-23B power switch machine at McCook, Nebraska. (l-r) Scott Schoup, Terry Roland, Roger Smith and William Kreutzer. Photo submitted by ***M.J. Fech****, Local 119.*

Assistant Signal Inspector Mike Krall adjusts a circuit controller for the cantenary trolly on New Jersey Transit's North Jersey Coast Line, "River Draw", located at South Amboy, New Jersey. Photo submitted by Local 84 member ***R.V. Strelko****.*



A freshly painted defect detector at Gaston, South Carolina. Photo by Local 16 member ***J.J. Juresko****.*

Photo Contest Entries

Westbound NS Train #145 emerges from the fog as it passes under the new Hazel Dell signal bridge in Springfield, Illinois. Photo submitted by Local 55 member ***M.E. Brennan****.*

Members of CSXT Signal Gang 7X08 and 7X02 install a T-20 hand throw switch for the Nassau Siding Project at Dixiana, South Carolina. Photo submitted by Local 16 member ***J.J. Juresko****.*

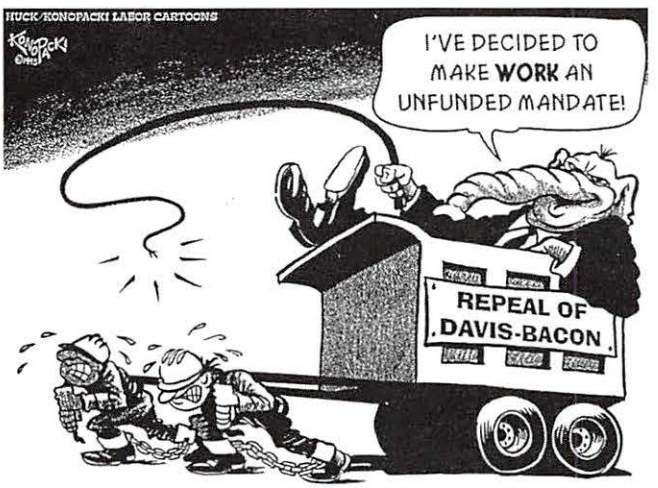
An Amtrak commuter train crosses the Portal Drawbridge at Kearny, New Jersey. Photo submitted by ***L.T. DeLago****, Local 102.*

SPL Report:

Labor Counters Attack On Workers

Clinton Fights Scabs, Promises Vetoes

Organized labor has drawn a line in the sand against congressional attacks on worker protections. Also, on March 8, BRS members received important new support from the Clinton administration on the issue of permanently replacing striking workers. That's the day President Clinton issued an executive order prohibiting federal contracts with companies that permanently replace striking employees.



The new Congress wasted no time in trying to block President Clinton's executive order against scabs. They quickly attached an amendment to a Labor Department appropriations bill that would bar funding for the initiative. However, the attempt fell short when they failed to muster the 60 votes necessary to shut off debate on the amendment.

While addressing labor leaders recently, Vice President Gore said, "We believe that companies that permanently replace their workers would not be able to produce the quality products that are needed."

Gore also relayed President Clinton's promise to veto any effort to change Section 8(a)(2) (of the National Labor Relations Act), or any effort to repeal Davis-Bacon or the Service Contracts Acts.

Attacks on the NLRA ban on company unions and on the two prevailing wage laws are part of a broad scale search-and-destroy mission by employers and their congressional allies under the Republicans' so-called "Contract with America," which seeks to relax or end regulations on big business.

The BRS has pledged to vigorously oppose the congressional assault on worker rights.

The political battle that lies ahead was understood by the minority leaders in the House and Senate, Rep. Richard A. Gephardt (D-MO) and Sen. Thomas Daschle (D-SD), who warned about the Republican plan to radically restructure the role of government.

"Newt Gingrich says you can't get a balanced budget without a shift in the whole culture," said Gephardt. "He means to create a revolution and he has 80 Republican freshmen who are to the right of Gingrich himself."

Some new members of Congress are keeping an open mind on the anti-labor legislation before the committee – including repeals of the Davis-Bacon and Service Contracts Acts, and the company unions bill.

This offers BRS members some hope that the assault on worker rights could be headed off in the Senate, where Democrats can use the filibuster just as the Republicans did last year to stymie a variety of worker initiatives, including the bill to ban the permanent replacement of striking workers.

The contrast between the Clinton administration and the new Republican congressional leadership could not be seen more clearly than in the issue of the minimum wage. Recent polls show that 80 percent of Americans are in favor of raising the minimum wage while Republican leadership opposes any such measure to raise the standard of living of the nation's most impoverished workers.

Two Signalmen Killed During First Two Months Of 1995

Pickett Urges FRA To Impose Emergency Provisions

Two more BRS members have lost their lives during the first two months of 1995. In each case, the Signalmen were struck by a moving train while preforming regular signal maintenance work on or about live tracks.

Brother Jerry D. Brewer, a 57 year old Signal Inspector with 38 years of service, was struck and killed by a train traveling 15 mph on January 5. Brother Brewer was completing work in a dual control power switch machine on the Atchison Topeka & Santa Fe Railroad near Hodgkins, Illinois when he was fatally injured. Brother Brewer was a member of Local Lodge 20.

Most recently, February 16, 1995, Brother Laird S. Bluemel, a 36 year old Signal Maintainer with 17 years of signaling experience, was struck and killed near Black Butte, Wyoming by a westbound Union Pacific train. The train was reportedly traveling 69 mph when it struck the Signal Maintainer. Likewise, Brother Bluemel was preforming routine signal maintenance on a dual control power switch machine when he was fatally struck. Brother Bluemel was a member of Local Lodge 8.

Stunned by the ongoing needless fatalities, President Pickett immediately sent a letter to the Federal Railroad Administration's Administrator Jolene M. Molitoris. In his letter, Pickett urged the FRA's administrator to expedite an ongoing negotiated rulemaking process aimed at developing standards to protect the nation's railroad roadway workers from moving trains and on-track equipment.

"Enough is enough," said BRS President Pickett. "Six Signalmen have been killed since the FRA issued its Advance Notice of Proposed Rulemaking for Roadway Worker Safety Standards on November 16, 1992. Federal safety regulations could have prevented these tragedies. The time for rules to protect Signalmen and other roadway workers is long overdue."

"The FRA has acknowledged that this is a serious problem in the railroad industry," Pickett said in his letter. "Due to the ongoing seriousness and magnitude of this problem, I must urge the FRA to expedite the Negotiated Rulemaking Process for Roadway Worker Safety Standards."

In response to trackside accidents that claimed the lives of 31 railroad employees between 1988 and 1994,

President Dan Pickett (r) is informed about the events surrounding the death of a BRS member by Grand Lodge Representative J.L. Mattingly (l).

FRA has established a Regulatory Advisory Committee to develop recommendations for protecting workers exposed to hazards from moving equipment. The committee held its first meeting in Washington, D.C. on January 23.

Under the negotiated rulemaking process, representatives from rail labor, management and FRA assigned to the advisory committee have been examining the hazards and risks faced by roadway workers working on or near live tracks. The joint labor/management/government committee is working to develop safety rules and operating procedures aimed at eliminating or reducing accidents caused by moving trains and on-track equipment.

The committee is using the term "roadway worker" to describe the group of railroad employees at risk. Roadway workers include all employees of a railroad or a contractor to a railroad who construct, maintain, inspect or repair railroad tracks, structures, signal and train control systems, communication systems, utility systems, or any other fixed property of a railroad and work close to tracks on which trains or equipment can be operated.

The advisory committee's recommendations are to be submitted to the FRA and are intended to serve as a basis for new federal safety regulations. The committee is scheduled to have its recommendations ready by May 1, but Pickett urged FRA to be prepared to impose emergency provisions if the committee is unable to reach a consensus by that date.

Accident Forces Signalman To Retire

Progressive Injuries Eventually End Ron Jordan 's Signalling Career

Editor's note: Local 188 Recording-Financial Secretary C.M. van Belle contributed to this article.

On August 11, 1994, Local 188 member Ron Jordan retired from his position as a CTC Maintainer at the early age of 51. Brother Jordan was forced to retire due to complications from injuries he suffered while working as a Signal Maintainer on the Burlington Northern Railroad.

The circumstances surrounding Jordan's early retirement show how a situation can go wrong even when everyone believes they are looking out for your best interest. While Ron's story is unique, the events that led up to the tragic conclusion are by no means the exception to what Signalmen are confronted with on a daily basis.

It was the day after Christmas in 1984 when Brother Jordan started his work day out like any other, taking his motor car up around the curve at Brown's Bay in North Edmonds, Washington. He slowed down for a pair of teenagers jogging along the tracks and what followed next would change his life forever.

"It threw me out, I remember trying to hang on but my foot got caught by the front wheel."
- Ron Jordan

After passing the joggers, Ron brought the motor car back up to 25 mph, and continued on to his task of finishing his monthly FRA tests. Out of nowhere and without time to stop, Jordan saw several rail anchors spaced out on top of the track ahead of him. The motor car stayed on the track after the first impact, but the second rail anchor caused the motor car to derail, dragging Ron for 110 feet before coming to a stop.

With one thumb broken, an elbow dislocated, and blood coursing out of a badly crushed leg, Ron found himself helpless, lying crumpled between the tracks.

"It threw me out," he said. "I remember trying to hang on but my foot got caught by the front wheel and went under the wheel. I knew my foot was cut clear off at my ankle."

"As soon as I knew my foot was off I knew I had to be calm. I kept yelling at those kids, 'Please help me! Mayday! Mayday! I need help!'"

Luckily for Ron it was not a night call, because as a solitary figure lying on the tracks his chances of help or survival would have been slim. As it was, Jordan's pleas for help got a response from Knox Knowles, a contractor who had been working on a nearby house. Section men who were working further up the track were summoned to help get Ron to an area where the paramedics could stabilize him and move him into an ambulance.

Brother Ron Jordan recuperating from back surgery at Harborview/University of Washington Medical Center.

Jordan spent the next eight hours in surgery where doctors at Harborview Medical Center tried to reattach his severed foot. After enduring seven additional surgical procedures during the next five weeks, Ron and his doctors made a decision to amputate the foot six inches above the ankle.

Ron's recovery was slow and difficult; however, he was determined to return to work at the position he had left. Adamant on being returned to work in a full time capacity, Ron was fitted with a "Seattle foot," the newest state-of-the-art prosthesis available. On April 29, 1985 he was able to return to work performing drafting duties at the BN's Everett Signal office.

Brother Jordan's return to work was an evolutionary process which included learning by trial and error. Learning to walk on a prosthetic foot in a rehabilitation center was slightly different than learning to walk in a railroad environment. Not content to be a poster boy for a "light duty" program, Ron continued to insist on performing all signal duties, even after he suffered the ultimate embarrassment of losing his prosthetic leg while atop a crossing cantilever in rush hour traffic. Nevertheless, Jordan was able to return as a CTC Maintainer and he worked various territories until his retirement.

For nine years Jordan adapted his work routines as much as possible in order to keep working and stay a part of his railroad family. However, since he was unable to bend one leg at the knee, proper lifting techniques were impossible. His only recourse was to bend at the waist and lift with his back.

"I had asked repeatedly for a lifting device for GRS Model 5 switch machine covers or if the covers could be replaced with lighter covers, made of either aluminum or fiberglass," he explained. Unfortunately, Brother Jordan's requests to be provided with a device to ease the strain on his back were not fulfilled.

As a result of poor back mechanics required by him to lift switch covers, Ron suffered a bulging disc in his spine which affected his back and neck. Later he was shocked to find that one of the signal supply catalogues offered a jack designed specifically for removing switch covers in order to avoid the strain on a Signalman's back. Suffering radiating pain down his leg, he was sent by a company recommended doctor, who, without the benefit of even one X-ray, prescribed physical therapy which included being put into traction, aggravating the bulging disc even more.

Ron Jordan (center), pictured with his four sons, Shaun, Shanon, Darin, and Ron Jr.

Unable to walk after physical therapy and while in great pain, Ron declared, "I told the company doctors that I could not take any more of this physical therapy and then sought out my own physicians."

After contacting the Rehabilitation Clinic for Amputees, Ron was able to obtain the proper evaluation and treatment, which included surgery for removal of the calcium build-up and spinal fluid which had escaped the spinal cavity and hardened, causing him severe pain. The surgery alleviated most of the pain in the back, but has left him susceptible to further injury.

Even though Ron's career as a Signal Maintainer came to a premature end, he has no animosity toward

Ron and wife Laura have learned to enjoy life together even more since his premature retirement.

the vandals who placed the rail anchors on the track that fateful day in December 1984, nor the company doctors who had misdiagnosed the treatment for his back and neck injuries.

As it turned out, the two joggers Jordan saw prior to the derailing were the vandals who had placed the debris on the track. The BN prosecuted the vandals, aged 15 and 16, which resulted in convictions carrying only a $2,500.00 fine.

Against his wishes, Ron was finally convinced he had fought the good fight, and as far as his railroad career of 32 years was concerned, it was over.

Despite Brother Jordan's tragedy, Ron is looking forward to the future with his wife Laura and stepdaughter Emilie. As much as his physical limitations presently permit, Ron enjoys tinkering in his workshop, either working with cars or wood. He has purchased a small piece of land in the Washington area and hopes to build a cabin and pursue his love of hunting and fishing.

When asked if in retrospect he would do anything different following his accident, Ron replied, "I think I did what was right. After the accident I thought I would never be able to return to work, but I was able to return to the job that I loved. Like all Signalmen, I took a lot of pride in my work and I miss it. I still regret that I had to retire."

Prior to his retirement, Brother Jordan had served as Local Chairman of Local 188 for 20 years. He also served as Chairman of the Trustees for the Burlington Northern General Committee for six years.

Brother Jordan would like his fellow Signalmen to know that if they are faced with a similar situation and they need someone to talk to they can contact him through *The Signalman's Journal* Editor's office at Grand Lodge.

BRS Signs Contract With Guilford

The Brotherhood of Railroad Signalmen and Guilford Transportation Industries' Springfield Terminal Railway have reached agreement on the terms of a new six-year contract. The agreement, signed January 27, modified former agreements between the BRS and two other Guilford subsidiaries, the Boston & Maine Corporation and the Maine Central Railroad/ Portland Terminal Railway.

The new agreement provides a substantial pay raise while offering long-term labor stability.

BRS Local 232 members met with General Chairman R.E. McKenzie (seated center) to discuss the terms of the new Guilford Agreement.

The new agreement hopefully marks the start of a new era for the BRS members who have witnessed bitter labor strife at Guilford.

A five-year battle over the representation of Signalmen was finally resolved November 8, 1991 when the Brotherhood of Railroad Signalmen was again certified as the authorized representative for Guilford's signal employees.

The United Transportation Union, which took advantage of Guilford's 1986 lease of its rail operations to the Springfield Terminal subsidiary to claim representation rights for Signalmen and other workers on the troubled New England carrier, was soundly rejected when Guilford Signalmen finally had their say on the matter. In the 1991 representation election, conducted by the National Mediation Board, Guilford Signalmen voted 35-2 to return representation to the BRS.

Signalmen set the pace for other Guilford workers as seven other crafts also voted to restore union rights along traditional craft lines.

Meanwhile, a panel of federal mediators have ordered the Springfield Terminal Railway to pay $6 million to its employees for distress imposed by the carrier's discrimination during a seven-month safety strike that occurred in 1987.

The appeal followed an earlier National Mediation Board decision that the carrier did not owe railroad workers any back pay because the strike was illegal. The employees had claimed the strike was legal because its work stoppage was triggered by unsafe working conditions.

The panel based its findings on the carrier's statement that the employees had resigned and were not on strike. The mediators ruled that the carrier's statement resulted in the employees being confused about their seniority and the stigma associated with an illegal strike.

However, the decision said the discrimination had not been deliberate and, therefore, the employees were not due any punitive damages. The $6 million payments will be split among about 950 employees.

CHANGE OF STATUS FORM

Please advise us of any changes. If you move or if the mailing label on this issue of The Signalman's Journal fails to reflect a current address or receiving party, please fill out this form, tape or paste the mailing label in the space provided and mail the form to:

The Brotherhood of Railroad Signalmen
Box U
Mount Prospect IL 60056-9048
Attn. Records Dept.

Name _____

Street or Box No. _____

_____

(City) (State) (Zip Code)

Local No._____ **Cert. No.** _____

Active( ) Retired( ) Non-Member( ) Deceased( )

(Check appropriate member status)

Attach mailing label or write information here:

Will Company Unions Be Resurrected?

Proposed Legislation Would Legalize Sham Unions

Certain employers, working hand-in-hand with the new Republican congressional majority, want to resurrect company unions. Company unions were outlawed over 60 years ago. Nevertheless, legislation, H.R. 743 and S. 295, would lift the 60-year ban on certain types of company-sponsored employee committees by amending Section 8(a)(2) of the National Labor Relations Act (NLRA). The Teamwork for Employees and Managers Act of 1995, the so-called TEAM Act, would change federal law, making it easier for companies to return to the dark age, turn-of-the-century labor practice of forming sham unions that denied workers their rights to fair representation.

Company unions have been prohibited since the Wagner Act was passed in 1935, when Congress recognized that such organizations were formed only for the benefit of employers, not their workers. Before the Wagner Act, management often required employees to join these "unions," which discouraged organizing efforts of real unions.

Among other things, the Wagner Act guarantees workers the right to have an independent voice in the work place. And that voice is often provided by organized labor, which represents about 15% of the American work force.

The TEAM Act has nothing to do with teamwork as its name implies. Presently, nothing in the NLRA restricts the use of work teams or any legitimate form of employee involvement programs.

What the NLRA does prohibit, and the TEAM Act would allow, are illegitimate forms of employee involvement where non-union employers are free to create employee organizations, hand pick their own leaders, then deal with these puppets as if they were the legitimate voice of workers.

Even in work places where employees democratically elect a union to be their exclusive representative, the employer could, under the TEAM Act, create, fund and deal with a rival, company-dominated employee group. Therefore, what this bill ultimately is about, then, is not teamwork but control. Management seeks what it has always sought: the freedom to "involve" employees in ways that do not threaten management prerogatives.

Organized Labor's determination to fight the TEAM Act is rooted in the historical effort to nurture free, democratic trade unions that represents the workers needs.

In all parts of the world, government-controlled unions have been opposed. We simply cannot allow employer-controlled unions to be reborn in the United States.

Supporters of TEAM legislation say the current ban on company unions prevents employers from developing legitimate programs to improve productivity through labor-management cooperation.

That's not true. Under current law, labor and management can work together in teams or other legitimate cooperative arrangements. There are many employee involvement programs working effectively today, some at companies where employees are under a union contract. Studies show cooperative labor-management programs are expanding at a rapid pace without legitimizing company unions.

The so-called TEAM Act would permit companies "to establish, assist, maintain or participate" in organizations for their employees, a change that would undermine independent representation by allowing creation of employer-dominated organizations in both union and non-union work places.

Allowing management to create employee organizations, or committees, would give workers the illusion of a real voice in the work place. But the workers' "representatives" would actually be handpicked by management, which would have total control over the employee committees.

The TEAM Act would allow employers to form labor committees, write bylaws, unilaterally select the employee representatives, dictate the issues to be discussed and then to disband the committee if it takes the wrong position.

The ideal of resurrecting company unions is popular with 104th Congress, even though Vice President Al Gore said President Clinton has promised to veto TEAM.

Nevertheless, that won't deter the union bashers. Next, they'll probably want to revive the old company store.

Highway-Rail Grade Crossing Rule Proposed By FRA

New Rule Would Prohibit Railroads From Unilaterally Selecting And Installing Grade Crossing Warning Systems

Federal Railroad Administrator Jolene M. Molitoris, on March 2, announced a proposed federal rulemaking on the selection and installation for highway-rail grade crossing warning systems across the nation.

The proposal is part of the U.S. Department of Transportation's Highway-Rail Grade Crossing Action Plan initiative, announced in June 1994, to reduce the number of crossing and trespasser accidents and fatalities. During 1993, 1,149 people died in such accidents, accounting for nearly 90 percent of fatalities in the railroad industry.

FRA has proposed the rule to prohibit railroads from unilaterally selecting and installing highway-rail grade crossing warning systems.

Administrator Molitoris commented, "This rule will assist state and local governments by ensuring that the priorities they set are carried out. It will also help railroads make better use of their resources for crossing improvements. At the same time, we will ensure these projects yield the highest safety return for the general public and railroad employees."

It presently costs more than $100,000 to install a fully automatic traffic control warning system at a double track grade crossing.

The proposed rule would require railroads to provide state highway authorities with operating information such as the number and speed of trains that go through any public crossings and future plans for increases in rail traffic. Currently, most railroads volunteer such information to the states. This information would help states better plan and invest in transportation corridor improvements.

> ***"...we will ensure these projects yield the highest safety return for the general public and railroad employees."***
>
> ***- Jolene M. Molitoris***

Additionally, the rule would prohibit railroads from unilaterally selecting and installing warning systems at public highway-rail crossings outside of the state planning and prioritization process.

Molitoris added, "Tragically, almost every 90 minutes in the United States there is someone killed in a car-train collision. Many of these accidents occur because motorists don't understand or ignore warning signs and signals."

Federal Railroad Administrator Jolene M. Molitoris

The nation's grade crossings have always presented inherent risks to users, including motorists, pedestrians, railroad passengers and railroad employees. Of the more than 168,000 public highway-rail grade crossings in the nation, only 28,100 are fully equipped with automatic lights, gates and bells; fewer than 1,000 of the 108,000 private crossings are so equipped. The vast majority of public and private crossings are merely equipped with passive warning devices such as crossbucks.

FRA Awards Michigan $6 Million For High Speed Train Control System

The State of Michigan has been awarded a $6 million grant by the Federal Railroad Administration to develop a high-speed train control system along Amtrak's 71-mile Detroit-Chicago corridor. The project will reportedly use an Incremental Train Control System (ITCS).

The system is similar in many aspects to the Advanced Train Control System (ATCS), a concept which was developed within the railroad industry over a span of about 10 years.

ITCS uses radio signals received from Global Positioning System (GPS) satellites combined with axle tachometers for measuring distance and speed through any blind spots in the satellite coverage. It also uses two-way digital radio communications between trains and the track system, and computers on the locomotives to send, receive and analyze data.

ITCS also incorporates a radio and computer at each automatic highway-rail warning device. A radio data exchange establishes an expected arrival time for the train at the crossing, and based on the train's present speed and location, a computer at the crossing determines when to activate the warning system to provide proper warning time.

ITCS is said to have the capability of working with existing train control systems such as the Positive Train Separation (PTS) system being tested by the Burlington Northern and Union Pacific railroads on an 800-mile corridor in the Pacific Northwest.

That system is being designed to electronically display instructions governing safe train movement from train dispatchers to train crews directly into the cab of the locomotive. The system is intended to alert train crews of instruction violations or an impending collision with another train.

Union Membership Growth Continues For Second Straight Year

Union membership grew by 150,000 in 1994, the second consecutive year of growth after 14 years of decline, the Bureau of Labor Statistics reported. Membership in 1993 rose by 240,000.

The latest figures show significant growth in public-sector unionization, as well as increasing numbers of professional and white-collar employees who are choosing to join unions.

The most significant gains occurred in the service sector, which has been growing as other sectors have declined in recent decades.

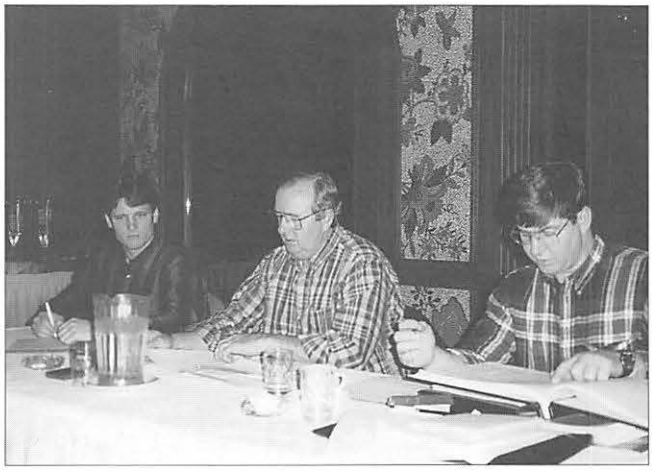
For example, manufacturing, construction and mining accounted for 34.6 percent of all employment in 1969. Today, only 20.8 percent of all workers are in those traditionally unionized fields. Among the fastest-growing fields is home health care, in which some 30,000 workers signed up with unions in 1994, part of the 100,000 added in the service sector.

BLS cautioned that the 1994 numbers "are not directly comparable" with earlier reports because of a statistical adjustment in January 1994 to incorporate more working women in the total work force. With nearly 108 million counted in the work force, BLS counted 15.5 percent as members of unions (compared with 15.8 percent in 1993) - 10.9 percent in the private sector (down from 11.2 percent) and 38.7 percent in the public sector (up from 37.7 percent).

Even with the work force adjusted upward, government employment declined by 279,000 in 1994. Unionization, however, increased by 76,000.

Union members continued to earn considerably more (37 percent) than non-unions workers. The union advantage, BLS said, reflected not only the influence of collective bargaining, but also variations by occupation, industry, company size and region.

Local 94 Meeting, Cincinnati, Ohio



Local 208 Meeting Manchester, Tennessee

(l-r) C.D. Ballard, R.L.Ricketts, K.L. Brooks, E.A. Bass, L&N General Chairman B.M. Wilson, J.B. Gunn,Jr., D.L. Pitts L.R. Carter R.D. Price and M.D. Warner. Photo taken by Brother J.D. Schabrough.

Signing Of The Amtrak Advanced Training Agreement

Back Row (l-r) E.M. Glassing, D.J. Drewery, A.J. Rush, R.D. Twomey, J.A. Merriman, G.C. Hartman, G.J. Lehning and B.L. Sides. Seated (l-r) W.H. Keebler, General Chairman R.E. McKenzie and J.K. York

Presidential Emergency Board No. 226 Created For Metro-North Dispute

On February 22, President Clinton created Emergency Board No. 226 to help settle a dispute involving the BRS and 14 other unions with New York City's Metro-North Railroad, the country's second largest commuter railroad.

The President announced the creation of the board a few hours before the "cooling-off" period in the dispute was to end at 12:01 a.m. February 23.

Metro-North is an agency of the Metropolitan Transportation Agency, which also owns the Long Island Rail Road, the country's largest commuter rail. Metro-North has some 5,000 union-represented workers. The parties have been trying to resolve disputes that date back to January 1992 - when a new contract was supposed to take effect - and includes issues raised in a subsequent contract period ending in 1997.

A strike was averted in October 1994 when the unions and the railroad agreed to continue negotiating through mid-January. The unions rejected binding arbitration in January, which set into motion a 30-day cooling-off period after which either party was free to engage in "self-help," meaning the unions could strike or the railroad could impose terms.

A major sticking point in the talks has been pay parity with unionized workers at Long Island, who on average earn about seven percent more than Metro-North workers. Metro-North had at one point been part of Conrail, and during that time, workers agreed to forego general wage increases in exchange for shares of stock. As a result, wages for Metro-North workers never caught up to those given to Long Island workers.

The railroad asked the President to create the board because it thought negotiations were not progressing. Under an amendment to the Railway Labor Act (RLA) covering commuter railroads, if an agreement is not reached during the cooling-off period, either side or the governor can ask the President to establish an emergency board to recommend a settlement and the President is required to do so. On the other hand, with freight carriers, the National Mediation Board can recommend that the President create an emergency board if a strike threatens interstate commerce, but the decision is left entirely up to the President.

The RLA also provides for participation in two separate emergency boards for commuter railroads, a process that takes a total of 270 days, compared with the one PEB that could be created for freight carriers. If the Metro-North situation results in two boards being created, the 270-day period would end 12:01 a.m. October 21, 1995.

Merger Mania Continues In Rail Industry

Transactions Of Significant Importance To BRS Members

Mergers involving major Class I railroads continue. Not since the 1970s has the U.S. rail industry seen such a flurry of mergers.

The Interstate Commerce Commission (ICC) is expected to approve Burlington Northern's merger with the Santa Fe in record setting time. Likewise, the ICC has formally approved the Union Pacific's takeover of the Chicago & North Western.

These mergers are of significant importance to BRS members and their families.

Such mergers demand close attention by all involved, including the federal government, shippers and states. BRS President Dan Pickett has called for the ICC to hold oversight hearings on the proposed consolidations.

"BRS members have long been at the forefront of change as they have seen their employers pursue massive mergers and consolidations, short line sales and abandonments," said Pickett. "For BRS members, this has resulted in massive job loss and a feeling that they have had enough as carriers continue to unjustly enrich themselves on the backs of their workers."

Clearly, mergers involving such Class I rail carriers could have a dramatic effect on the nation's railroad industry, its users, employees and communities. Likewise, President Pickett, along with members of the Transportation Trades Department (TTD), has urged the ICC to ensure that the public interest, including the interest of workers, is protected when major transactions are approved.

GA-23111 Open Enrollment For Furloughed and Retired Employees

Important Changes In Open Enrollment Period

The Cooperating Railway Labor Organizations and The Travelers have arranged an open enrollment period under Group Policy GA-23111 during May and June, 1995. During this period, eligible employees and their dependents may enroll for coverage without furnishing medical evidence of insurability. **NOTE: In previous years open enrollment was held in May, June, July and August. Beginning in 1995, open enrollment will be allowed only during May and June.**

Complete details concerning the eligibility and benefit provisions of GA-23111 can be found in the booklet titled Group Health Insurance Plans for Furloughed and Retired Railroad Employees and their Dependents (GI-57045). This booklet is available at your Organization headquarters or a regional office of The Travelers.

GA-23111 is generally available to furloughed and retired employees and their dependents who, while in active employment, were last covered under GA-23000. In addition, employees covered under GA-23000, GA-23111 or GA-107300 may enroll under Plan D to provide benefits for their parents or parents-in-law who are eligible under Medicare.

There are three plans available. One is for individuals not eligible for benefits under the Early Retirement Major Medical Benefit Plan (GA-46000) or Medicare. One is for individuals who are eligible for Medicare. One is for individuals covered under GA-46000. New enrollments in Plan A and Plan B are no longer being accepted. While both Plan A and Plan B will remain available to those already covered, they are encouraged to upgrade to Plan C during the open enrollment period.

Plan C
For Persons Not Eligible For GA-46000 or Medicare Benefits
Outline of Benefits

BASIC BENEFITS	
HOSPITAL BENEFITS	
Room & Board—Daily Benefit up to	$ 55
Room & Board—Maximum per confinement	3,850
Hospital Extras and Emergency Out-patient, including Ambulatory Surgical Center Expense, up to	1,000
SURGICAL BENEFITS	
Per Schedule up to	550
DOCTOR'S VISITS IN-HOSPITAL	
Per day of hospital confinement	5
Maximum per confinement	350
LABORATORY AND X-RAY BENEFITS	
50% of Reasonable Charge	
Maximum per Calendar Year	250
RADIATION THERAPY BENEFITS	
Per Schedule—Maximum per Calendar Year; or for any one injury or sickness	300
CHEMOTHERAPY BENEFITS	
Maximum per Calendar Year	300
TREATMENT CENTER BENEFITS	
Room & Board Daily Benefit up to	55
For Lifetime Maximum of 30 Days	

HOME HEALTH CARE BENEFITS	
For Each Visit, up to	$ 30
For Maximum of 30 Visits per Calendar Year	
POLIO BENEFITS	5,000
SUPPLEMENTAL MAJOR MEDICAL BENEFITS	
Lifetime Maximum	$150,000
Cash Deductible	$100
Plan Pays	80%

Covered expenses considered under the Supplemental Major Medical Expense Benefits are limited to those expenses in the categories covered by the basic benefit provisions of Plan C as mentioned above excluding charges from a Treatment Center and a Home Health Agency.

Plan D
For Persons Eligible Under Medicare
Outline of Benefits

HOSPITAL BENEFITS (Reimburses Medicare Part A Deductible)
$716 for the first 60 Days
$179 for Each Day from the 61st through the 90th Day, and
$358 for Each Day that Medicare Part A Lifetime Reserve Days are used

MEDICAL EXPENSE BENEFITS (Reimburses Medicare Part B Deductible)
Up to $100 each Calendar Year for charges that are used to satisfy the Medicare Part B Deductible.

TREATMENT CENTER BENEFITS
Daily Benefit—up to $55 per day for a Lifetime Maximum of 30 days.

MAJOR MEDICAL EXPENSE BENEFITS
Lifetime Maximum—$300,000 (Up from $100,000 effective June 1, 1995)
Cash deductible—$50
Plan pays—80% (50% for out-patient mental and nervous disorders)
Charges from a Treatment Center are not covered under Major Medical Expense Benefits

PRESCRIPTION DRUG PROGRAM
Prescription drugs are available by mail for a $5 co-pay, or purchased locally at a participating pharmacy for a $6 co-payment for brand name drugs or $2 copayment for a generic drug

Important Changes in Open Enrollment and Benefits Under Group Policy GA-23111

As in the past, there will be an Open Enrollment period under Group Policy GA-23111. During this period, eligible employees and dependents can enroll for coverage without providing proof of good health. There are, however, two very important changes in open enrollment beginning this year.

First, the open enrollment period in prior years was held in May, June, July and August. **Beginning in 1995, open enrollment will be held in May and June only.**

Second, beginning this year, new enrollments in Plan B will no longer be accepted. The only plan available for those not eligible for Medicare or GA-46000 will be Plan C.

Travelers also announced an increase to $300,000 in the maximum amount of benefits payable under Plan D during an individual's lifetime. The maximum before this increase was $100,000. Plan D is available for those eligible for Medicare.

Plan E
For Persons Covered Under GA-46000

MAJOR MEDICAL EXPENSE BENEFITS

Plan E will pay 80% (65% for mental or nervous disorders while not confined as an in-patient in the hospital) of covered Expenses not paid under GA-46000 after satisfaction of a $100 calendar year deductible. For example, if an eligible person had $5,100 in covered expenses, benefits would be computed as follows:

Covered Expenses	$5,100
GA-46000 pays	4,000
GA-46000 Amount not paid	1,100
Less Plan E Calendar Year Deductible	100
	$1,000
	x 80%
Plan E pays	$ 800

As shown by this example, the combined benefits of GA-46000 and Plan E will pay 96% of covered expenses after the $100 calendar year deductible has been satisfied.

The Plan E Major Medical maximum is $200,000 as to each covered person.

TREATMENT CENTER BENEFITS

Up to $55 per day for up to 30 days in a person's lifetime. Charges in excess of $55 per day, or for more than 30 days of confinement are not covered under Major Medical Expense Benefits.

AUTHORIZATION FORM — COMPLETE ONLY IF YOU ARE ENROLLING UNDER PLAN D

Name of Medicare Insured—Employee (*FI | MI | LAST*)

Health Insurance Claim Number (Include Any Letters)

Employee-Social Security Number or Railroad Retirement Board Number.

AUTHORIZATION: I authorize The Travelers Insurance Company to release to The Travelers Insurance Company any information which is required to act on a claim under my complementary health insurance policy and permit a photostatic or other facsimile reproduction of this authorization to be used in place of the original. This authorization is in effect until notice of revocation is received by The Travelers Insurance Company.

Signature of Medicare Insured (or Authorized Representative)—Employee

Date Signed

Name of Medicare Insured—Dependent (*FI | MI | LAST*)

Health Insurance Claim Number (Include Any Letters)

AUTHORIZATION: I authorize The Travelers Insurance Company to release to The Travelers Insurance Company any information which is required to act on a claim under my complementary health insurance policy and permit a photostatic or other facsimile reproduction of this authorization to be used in place of the original. This authorization is in effect until notice of revocation is received by The Travelers Insurance Company.

Signature of Medicare Insured (or Authorized Representative)-Dependent

Date Signed

IMPORTANT NOTICE TO PERSONS COVERED UNDER A RAILROAD GROUP HEALTH PLAN

The Travelers processes Part B Medicare claims for Railroad Retirement Act beneficiaries. If you complete this authorization form, Travelers will be permitted to automatically secure claim information to pay benefits under your Railroad Group Health Plan each time you file a Part B Medicare claim. If you do not complete and return this authorization form, you will be required to file separate claims under Part B Medicare and your Railroad Group Health Plan.

See reverse side for instructions on how to complete this authorization form.

GI-55060 New 4-81 PRINTED IN U.S.A.

In order to enroll, simply fill out and sign the enrollment form reproduced below.

Mail the completed enrollment form with your check or money order for one month's coverage to The Travelers Insurance Company, Railroad Administration, One Tower Square, Hartford, CT 06183-6006. Persons eligible for Medicare should also send a signed copy of the Medicare Authorization form to The Travelers with their enrollment form. The insurance coverage will become effective on the first day of the month following The Travelers receipt of the completed enrollment form and the check for the required monthly payment.

ENROLLMENT for coverage under Group Policy GA-23111

SEND THIS FORM WITH THE REQUIRED PAYMENT

The Travelers
Railroad Admin.
One Tower Square
Hartford, CT 06183-6006

BEFORE COMPLETING FORM PLEASE READ • INSTRUCTIONS •

NAME OF EMPLOYEE (Last) (First) (M.I.)	EMPLOYEE SOCIAL SECURITY NO.	DATE OF BIRTH EMPLOYEE Mo. Day Yr.
NAME OF SPOUSE (Last) (First) (M.I.)	SPOUSE SOCIAL SECURITY NO.	DATE OF BIRTH SPOUSE Mo. Day Yr.

HOME ADDRESS (No. and Street, City, State, Zip)

NAME OF EMPLOYER (Railroad) | NAME OF UNION (Brotherhood) WHICH REPRESENTED YOU

YOUR HOME TELEPHONE NUMBER (INCLUDE AREA CODE) | EMPLOYEE NUMBER | DATE OF HIRE (Employment) Mo. Day Yr. | DATE LAST WORKED Mo. Day Yr.

ENTER NUMBER OF MONTHS OF RAILROAD SERVICE | IF YOU RECEIVED VACATION PAY AFTER YOU STOPPED, WORKING ENTER MONTH AND YEAR Mo. Yr.

PLEASE CHECK THE REASON THE EMPLOYEE LEFT WORK
(See Pages 12-18)

- ☐ PREGNANCY LEAVE
- ☐ DISABLED
- ☐ TERMINATED (Give Reason) _____
- ☐ FURLOUGHED
- ☐ LEAVE OF ABSENCE
- ☐ DISMISSED
- ☐ SUSPENDED
- ☐ DEATH _____ (Date of Death)
- ☐ RETIRED

Date applied for Railroad Retirement Annuity
Mo.____ Day____ Yr.___

Effective Date of Annuity
Mo.____ Day____ Yr.___

☐ Age Annuity ☐ Disability Annuity

FOR TRAVELERS HOME OFFICE USE ONLY

• *INSTRUCTIONS* •

1. Please print all entries.
2. Please complete all information with respect to the railroad employee.
3. If the employee or any dependent is covered by Medicare due to disability please attach a copy of the red, white and blue Medicare card.
4. If you are applying for Plan E please send a copy of your Railroad Retirement Board BA-6 form, if available.

If an enrollment form is being submitted for the parent(s) or parent(s)-in-law of the employee, student child, or incapacitated child, it is necessary that each such person(s) full name(s) and date(s) of birth be shown below. If this information is not completed, the form cannot be accepted.

☐ STUDENT CHILD ☐ INCAPACITATED CHILD ☐ PARENT(S) DATE(S) OF BIRTH_____

I wish to be billed ☐ Quarterly ☐ Monthly

PERSONS TO BE INSURED (Please check the appropriate boxes)	REQUIRED MONTHLY PAYMENT PLAN C Persons Not ELIGIBLE Under Plan D or Plan E	PLAN D Each Person Eligible Under Medicare	PLAN E Persons Eligible Under Early Retirement Major Medical Plan
Employee	☐ $245.00	☐ $120.00	☐ $125.00
Dependents—Spouse/Widow/Widower, and/or Children under age 19	☐ $245.00	☐ $120.00	
Dependents—Spouse, Widow/Widower, Children under 19, students (Age 19 to 25), incapacitated child (age 19 and over)			☐ $125.00
Each Parent—Eligible under Medicare		☐ $120.00	
Each Student Child (age 19 to age 25)	☐ $40.00		
Each Incapacitated Child (Age 19 and over)	☐ $75.00	☐ $120.00	

I understand that the benefits which I am subscribing to are those indicated by the required monthly payment checked hereon for the plan or plans as described in this booklet (Form GI-57045) furnished to me in connection with Group Policy GA-23111. I also understand that I will be notified in writing by The Travelers Insurance Company if I am not accepted or will receive a bill for the next payment if I am accepted.

_____ Signature of Employee

_____ Date

Railroad Retirement INFORMATION

Benefits Under Railroad Retirement & Social Security

Employers and employees covered by the Railroad Retirement Act pay higher retirement taxes than those covered by the Social Security Act, so that railroad retirement benefits remain substantially higher than social security benefits.

The following questions and answers show the differences in railroad retirement and social security benefits payable at the close of the fiscal year ending September 30, 1994, as well as the differences in age requirements and payroll taxes under the systems.

1. How much are the average railroad retirement and social security benefits paid to retired employees and spouses?

The average age annuity being paid by the Railroad Retirement Board at the end of fiscal year 1994 to career rail employees was $1,475, and for all retired rail employees the average was $1,090. The average age retirement benefit being paid under social security was about $675. Spouse benefits averaged $440 under railroad retirement compared to $335 under social security.

The Railroad Retirement Act also provides supplemental railroad retirement annuities of between $23 and $43, which are payable to employees who retire directly from the industry with 25 or more years of service.

2. Are the benefits awarded to recent retirees generally greater than the benefits payable to those who retired years ago?

Yes, because recent awards are based on higher average earnings. For career railroad employees retiring at the end of fiscal year 1994, regular annuity awards averaged about $1,830 a month while monthly benefits awarded to workers retiring at age 65 under social security averaged about $855. If spouse benefits are added, the combined benefits for the employee and spouse would approximate $2,595 under railroad retirement coverage, compared to about $1,285 under social security. Adding a supplemental annuity to the railroad family's benefit increases average total benefits for current career rail retirees to about $2,630 a month.

3. How much are the disability benefits currently awarded?

Disabled railroad workers retiring directly from the railroad industry at the end of fiscal year 1994 were awarded about $1,545 a month on the average, while awards for disabled workers under social security averaged about $655.

4. What are the maximum amounts payable to recent retirees?

If an employee began work in January 1953, continuously earned the maximum creditable toward retirement benefits each year through 1994, and retired at age 65, the monthly amount, including a supplemental annuity, payable to that employee and his or her spouse as of January 1995 is $3,310.74 under the Railroad Retirement Act, and $1,797 under the Social Security Act. If the employee retired at a later age, even higher benefits could be payable.

However, such maximum benefits are payable to relatively few families, as very few employees consistently earn the maximum amount creditable each year throughout their careers.

5. Can railroaders retire at earlier ages than workers under social security?

Railroad employees with 30 or more years of service are eligible for regular annuities based on age and service at age 60. Certain early retirement reductions are applied to such annuities awarded before age 62, but only to the portion of the annuity approximating a social security benefit, and no age reductions are applied to the annuities approximating a social security benefit, and no age reductions are applied to the annuities of 30-year employees retiring at age 62. Under social security, a worker cannot begin receiving retirement benefits

based on age until age 62, regardless of how long he or she worked, and social security retirement benefits are reduced for retirement before age 65.

Rail employees with 10 to 29 years of creditable service are eligible for regular annuities based on age and service at age 62. Early retirement annuity reductions are applied to such annuities awarded before age 65, just as they are applied under social security. As under social security, starting in the year 2000, the age at which full benefits are payable will increase in gradual steps until it reaches age 67.

Reduced benefits will still be payable at age 62 but the maximum reduction for employees will be 30 percent rather than 20 percent by the year 2022. However, the railroad retirement annuity reduction will be less if the employee had any rail service before August 12, 1983. Also, these changes will not affect rail employees who retire at age 62 with 30 years' service.

6. Does social security offer any benefits which are not available under railroad retirement?

Social security does pay certain types of benefits which are not available under railroad retirement. For example, social security provides children's benefits when an employee is disabled, retired or deceased. The Railroad Retirement Act only provides children's benefits if the employee is deceased.

The Railroad Retirement Act does include a special minimum guaranty provision which ensures that railroad families will not receive less in monthly benefits than they would have if railroad earnings were covered by social security rather than railroad retirement laws. This guaranty is intended to cover situations in which one or more members of a family would otherwise be eligible for a type of social security benefit which is not provided under the Railroad Retirement Act. Therefore, if a retired rail employee has children who would otherwise be eligible for a benefit under social security, the employee's annuity can be increased to reflect what social security would pay the family.

7. How much are monthly benefits for survivors under railroad retirement and social security?

Survivor benefits are generally higher if payable by the Board rather than social security. Those awarded by the Board at the end of fiscal year 1994 to aged and disabled widows and widowers of railroaders averaged about $790 a month, compared to about $625 under social security.

8. How do railroad retirement and social security lump-sum death benefit provisions differ?

Both the railroad retirement and social security systems provide a lump-sum death benefit. The railroad retirement lump-sum benefit is generally payable only if survivor annuities are not immediately due upon an employee's death. The social security lump-sum benefit may be payable regardless of whether monthly benefits are also due. Both the railroad retirement and social security provide a lump-sum benefit of $255. However, if a railroad employee completed 10 years of service before 1975, the average railroad retirement lump-sum benefit payable is about $890.

The social security lump-sum is generally only payable to the widow or widower living with the employee at the time of death. Under railroad retirement, if the employee had 10 years of service before 1975, and was not survived by a living-with widow or widower, the lump-sum may be paid to the funeral home or the payer of the funeral expenses.

The railroad retirement system also provides, under certain conditions, a residual lump-sum death benefit which ensures that a railroad family receives at least as much in benefits as the employee paid in railroad retirement taxes before 1975. This benefit is, in effect, a refund of an employee's pre-1975 railroad retirement taxes, after subtraction of any benefits previously paid on the basis of an employee's service. However, an employee's benefits generally exceed taxes within two years; consequently, this death benefit is seldom payable.

9. How do railroad retirement and social security taxes compare?

Railroad retirement tier I and Medicare taxes on employees and employers are the same as social security taxes, with a rate of 7.65 percent, consisting of 6.2 percent on earnings up to $61,200 in 1995 and 1.45 percent for Medicare hospital insurance on all earnings. Rail employees pay an additional tier II tax of 4.90 percent on earnings up to $45,300 a year, while their employers pay tier II taxes of 16.10 percent. Rail employers also pay a separate work-hour tax to finance the railroad retirement supplemental annuity program. The rate is determined quarterly and is 33 cents per work hour as of January 1, 1995.

10. How much are regular railroad retirement taxes for an employee earning $61,200 in 1995 compared to social security taxes?

The maximum amount of regular railroad retirement taxes that an employee earning $61,200 can pay in 1995 is $6,901.50, compared to $4,681.80 under social security. For railroad employers, the maximum annual regular retirement taxes on an employee earning $61,200 are $11,975.10, compared to $4,681.80 under social security. Employees earning over $61,200, and their employers, will pay more in retirement taxes than the above amounts because the Medicare hospital insurance tax is applied to all earnings.

CORRECTION

On Page 8 of the December 1994 issue of *The Signalman's Journal*, a summary of the Federal Railroad Safety Act (FRSA) contained some misinformation concerning state and local taxation of employee compensation. The item, which is of interest to employees of all railroads (not just Amtrak), should have read:

6. State and Local Taxes

In 1990 Congress prohibited a railroad employee who performs regular assigned duties in more than one state from being taxed by any state or local subdivision, except the state or subdivision where the employee resides. The FRSA provides that the prohibition applies to all periods before and after enactment of the 1990 law.

Employment Opportunities

The Chicago, Central & Pacific is currently seeking qualified applicants to fill a signal maintenance and signal construction position.

Positions sought to be filled include: a Signal Maintainer's position in the Chicago area and a Signalmen's position on a traveling signal system construction gang.

Qualifications include H.S. diploma or G.E.D. and previous railroad experience in signal maintenance or construction and a valid driver's license.

Interested parties should call:

Mr. Mark Thompson
Signal Engineer
Chicago, Central & Pacific (319) 236-9201

Amtrak Peninsula Commuter Service advises that it has three Signal Maintainer positions open in the San Jose, California area.

Interested parties should write:

Mr. Frank J. Forcione
General Manager
Peninsula Commuter Service
National Rail Passenger Corporation
510 West San Fernando Street
San Jose, CA 95110

BRS CALENDAR

April 22 - BRS Local Lodge 43 will conduct a quarterly meeting at Marshalltown, Iowa. The meeting will begin at 12:30 a.m. and will be held at the United Auto Workers Amalgamated Local 893 building on Highway 30 West. Members of Local 43 invites members of other BRS Locals to attend. For more information please contact Local Chairman D.E. Beck at: (515) 479-2388.

April 22 - A joint meeting of Locals 141, 206 and 99 will be held Saturday, April 22, at Robin's Restaurant in Hendersen, Louisiana, just east of Lafayette. Local and national union representatives are scheduled to attend. The meeting will begin at 10:00 a.m. with lunch to be provided. BRS members in the surrounding area are invited to attend. For more information, contact General Chairman E.J. Anousakes at: (501)-945-9401.

April 28 - Hazardous Materials Training, 8:30 a.m. to 5:00 p.m., at the Ramada Inn Albany Downtown, 300 Broadway, Albany, New York. This training is funded by a grant from the Federal Government and is being administered through the George Meany Center for Labor Studies. The training is open to all BRS members. For further information or to register for this class, please contact Ms. Brenda Cantrell at the George Meany Center at: (301) 439-2440

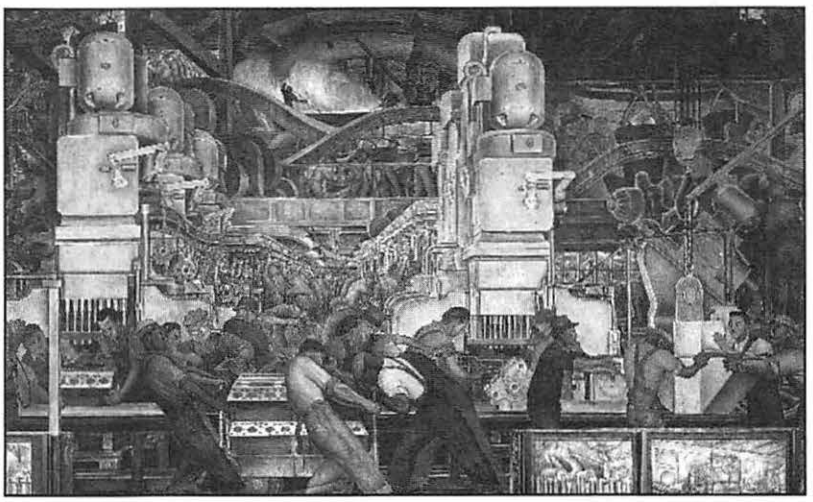
June 25, 26 and 27 -The Great Labor Arts Exchange will bring together artists, organizers and rank and file union activists for the purpose of strengthening the labor movement and building solidarity through music, drama and the arts.

The registration fee for the three-day conference is $55.00. Housing and meals are available at the George Meany Center. For more information on the 17th Annual Great Labor Arts Exchange or the Labor Heritage Foundation, please contact Joanne "Rocky" Delaplaine or Laurel Blaydes at: (202)-842-7880.

A F L - C I O

UNION INDUSTRIES SHOW

Come see how workers and companies cooperate to make good American products. From steelworkers to stagehands, computer technicians to carpenters, bakers to bricklayers, they produce the best products and services on Earth.



A "Detroit Industry" fresco completed by artist Diego Rivera in 1933 at the Detroit Institute of Arts. This is part of the north wall automotive panel inspired by the Ford Motor Company's Rouge industrial complex.

COBO CENTER
MAY 19 - 22, 1995

Friday
12 noon to 8 p.m.

Saturday, Sunday, Monday
11 a.m. to 7 p.m.

DETROIT

FAMILY FUN!
Samples · Gifts · Prizes · Demonstrations

FREE ADMISSION • MORE THAN 300 EXHIBITS
Produced and managed by the Union Label and Service Trades Department, AFL-CIO

'Union Town Theater,' Park and Soap Boxes Are New Features at Union-Industries Show

Could the late Eugene V. Debs still rally workers to the union cause? How about Mary Harris (Mother) Jones? Walter Reuther? Heywood Broun? George Meany?

People who attend the 1995 AFL-CIO Union-Industries Show May 19-22 at Detroit's Cobo Center will get a chance to decide for themselves.

Working out of an indoor park carved out of the five football fields of space to be covered by the Show, actors will give ''soap box'' speeches while portraying union leaders of yesteryear and today.

In addition, labor songs, old and new, will be performed in the park.

There also will be benches, trees and a refreshment stand in the park where show-goers can go to chat, check their schedules or just take a load off their feet.

Other new ''shows within the show'' will be presented in a 10,000-square-foot ''Union Town Theater'' that will be another new feature of this year's Show.

There, live performances, video presentations and photo displays will focus on unions' history and early and current issues facing American workers, including the threat that increasing reliance on imports poses to U.S. workers and the nation's economy.

International unions and Detroit-area organizations are producing the material to be presented, said Dennis Kivikko, Show Manager on the staff of the Union Label & Service Trades Dept., AFL-CIO. New performances will begin every half hour during the four-day show, he added.

BRS Members Complete Railroad Electronics Training Program On BN

On March 7, 14 BRS members became the first Burlington Northern signal employees to graduate from the Johnson County Community College Associate's Degree in Railroad Electronics Training Program.

Conceived in 1992, the Degree and Certificate program will allow 70 Signalmen to earn 32 college credits along with job related specialized training in railroad electronics, telecomputing, hardware and software application during 1995. The electronics training program also provides college credits that can be used toward a two year associate's degree in applied science.

The program is designed to enhance the skills of

(l-r) Mike Voelker, retired Director of Training, with Deana and Mike Enloe and Dan Pickett.

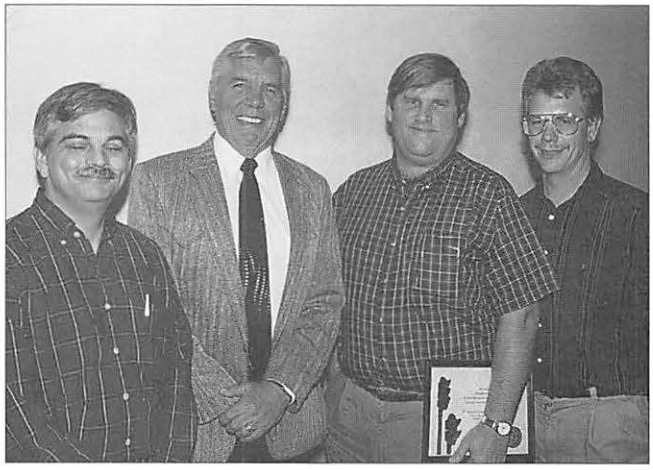
BRS members while meeting the signal electronic training needs of BN, and the accomplishments of the first class are a good indication of the success of the program. The class graduated 14 of the 16 signal employees who began the home study-based training three years ago. Additionally, 12 of the 14 have gone on to pass BN's rigorous electronic technician qualification examination which certifies the quality of this specialized training. The program allows BRS members to continue their lifelong learning process while assuring the railroad will have employees to meet the rapidly evolving demands of state-of-the-art signal technologies.

To complete the course, each BRS member had to attend four weeks of training annually on the JCCC campus. BRS members were selected from a broad geographical area to prevent major disruption in work schedules and to minimize the impact on BN trains.

During the six month home study portion of training, each student submitted mandatory, periodic train-

BRS Assistant General Chairman Leon Cochran congratulates Signalman Ed Fuller.

ing assignments to the JCCC instructor. The assignments required 8-12 hours of home study each week and the instructor was available to assist and give guidance over the telephone or via computer bulletin board during this period. After completing each home study training module, the entire class returned to JCCC for proficiency testing on both the written and lab modules. The home study assignments along with classroom and lab testing were factored into the final grades.



(l-r) Bill McFerron, Val Van Artsdalen, BRS Vice President - West, Randy Hughes and Gary Lang.

All training was college level and electronics based. The students were not required to have any previous college, math or formal electronics training. Also, no prerequisite training was required or expected; however, each of the BRS members clearly possessed a strong desire to learn electronics theory, components, equipment and application.

First Class To Complete BN's Railroad Electronics Training Program

Back Row (l-r) G.C. Lang, Local 119; T.G. Adams, Local 119; R.E. Guetzloe, Local 188; J.J. Kaiser, Local 154; W.D. Ericsson, Local 87; W.G. McFerron, Local 142; and E.L. Fuller, Local 103. Front Row (l-r) JCCC Instructor L.W. Olmsted; T.L. Ashenfelter, Local 133; A.C. Enloe, Local 188; R.G. Hughes, Local 133; K.H. Henson, Local 119; J.C. Havilk, Local 142; J.K. Wolfe, Local 119; and L.D. Mikelson, Manager BN Signal Training.

Workers Memorial Day
April 28, 1995

Rails Talks Reach Impasse, Unions Resort To Mediation

The United Transportation Union and the Transportation Communications Union have called upon the National Mediation Board to intervene in stalled contract talks with the National Carriers' Conference Committee, which represents eight of the nations rail carriers. There are 28,000 TCU clerical members and some 40,000 UTU engineers, conductors, brakemen and yard workers affected by the bargaining.

Requesting the services of a mediation board during the early stages of negotiations are viewed as an effort to accelerate the bargaining process under the Railway Labor Act. Such early action is in contrast to past negotiations where talks continued for months or even years before the mediation process began.

Checking Your Tax Withholdings For 1995

Tax Planning Now Could Prevent Problems Next Year

With the end of the tax filing season, now is the perfect time for BRS members to check their withholding for 1995. This is especially important if you had to pay more than you expected or received a larger than expected refund.

Checking Your Withholding

Every year at this time, BRS members should check their withholding for the current tax year. Just use your 1994 tax return as a guide. If you had a large refund or owed a large balance due, you should consider changing your withholding for 1995. Also, if you are retiring this year, you may need to file estimated tax payments for the first time. A little tax planning now could prevent a problem next year at this time.

You can change your withholding status at any time. Contact your employer's Human Resources Department for more information or a copy of Form W-4, Employee's Withholding Allowance Certificate.

For further information, call the IRS at 1-800-829-3676 and order Publication 505, Tax Withholding and Estimated Tax, and Publication 919, Is My Withholding Correct for 1995?

Working Students and Taxes

Also, here are some tax tips for full-time students with part-time jobs which may be helpful for 1995.

When you begin working, your employer will have you fill out Form W-4, Employee's Withholding Allowance Certificate, to have taxes withheld from your paycheck. Employers must withhold federal income tax, Social Security and Medicare taxes.

You should use the W-4 worksheet to figure out how many allowances you are entitled to. You may claim one allowance for yourself if no one else can claim you as a dependent. This lessens the amount of income tax withheld from each paycheck. If you choose to claim zero allowances, your employer will withhold the maximum amount of tax from each paycheck for that income level.

As a student, you may claim exemption from withholding on your W-4 and not have to file a tax return if you qualify. To claim exemption, you must have received a refund of all taxes withheld the previous year, and expect that all taxes withheld would be refunded when you file your 1995 tax return.

Any time your income rises or falls, you should take a look at the W-4. It could mean the difference between receiving a refund or owing money at the end of the year.

Call the IRS at 1-800-829-3676 to order Publication 4, Student's Guide to Federal Income Tax.

Taxability of Contributions to 401(k) Plans

Some railroad employees have raised questions with the Railroad Retirement Board as to whether their contributions to a 401(k) deferred compensation plan are subject to railroad retirement tier I and tier II payroll taxes.

Federal budget legislation enacted in 1989 and effective January 1, 1990, provided that employee contributions to 401(k) deferred compensation plans are subject to railroad retirement payroll taxes and brought the treatment of 401(k) plans under railroad retirement law into conformity with the treatment of such plans under social security law. Consequently, employee contributions to a 401(k) plan are also treated as creditable compensation for railroad retirement benefit purposes. For example, an employee earning $40,000 a year, but who has 10% of his earnings deferred under a 401(k) plan, would have only $36,000 reported to the IRS as earnings subject to federal income tax. However, the entire $40,000 would be subject to railroad retirement payroll taxes and therefore creditable as compensation under the Railroad Retirement Act.

Benefits Of Productivity Gains Elude Workers

With U.S. business productivity continuing to rise and worker buying power continuing to fall, it is clear that workers are not getting their fair share.

Private business productivity in 1994 rose 2.3 percent, following increases of 1.5 percent in 1993 and 3.0 percent in 1992, the Bureau of Labor Statistics reported.

The increases in manufacturing productivity have been even more dramatic: 4.9 percent in 1994, 3.2 percent in 1993 and 2.1 percent in 1992.

Although real average weekly earnings rose an adjusted 1.2 percent from December to January, this was in large part due to a 0.9 percent increase in the number of hours worked. For the 12-month period, real average weekly earnings rose a scant 0.2 percent.

Other reports showed the continuing decline of worker buying power. Total employment costs, for example, combining wages, salaries and benefits, rose a scant 3.0 percent last year, the smallest increase since their inclusion in the government's cost index began in 1981.

In addition, unit labor costs rose at the slowest pace in 30 years and hourly wage increases for non-farm workers were the lowest in 45 years. After adjusting for inflation, hourly compensation in manufacturing was down 0.4 percent.

Using a newly redesigned survey procedure, the BLS also reports that real median weekly earnings for full-time workers, also adjusted for inflation, dropped 2.6 percent in 1994.

Meanwhile, a Census Bureau survey indicates that workers who left a full-time job between 1990 and 1992 suffered an average 23 percent drop in wages after securing new full-time work.

Rx Program Requires Up-To-Date Information

The Railroad health plans added a Prescription Drug Card program last year. Most BRS members have found the program easy to use and the low co-payments have saved them money.

Although this program is administered by PAID Prescriptions, Inc., a division of Medco Containment Services, it is The Travelers who provides Medco with a list of employees and dependents covered under this program.

Some members have had problems using their prescription drug card in the drug store. Here are some hints that can help you avoid any problems.

* If you are disabled, your doctor must verify the date through which you will be disabled. Be sure Travelers has that date from your doctor. If your disability continues past the original date given to The Travelers, be sure your doctor gets the new date to The Travelers before the current disability period ends. A form for your doctor to complete can be obtained by calling The Travelers.

* If you receive a letter from Travelers asking about other group insurance coverage, you should respond promptly. If you don't respond, they will assume you have other coverage, that the other plan is primary, and you will not be able to use your drug card.

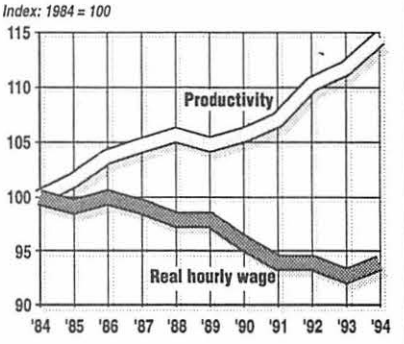
* If you or your spouse have coverage under another group insurance plan and you lose your coverage be sure to call Travelers promptly and notify them of the change.

* If you have children age 19 to 25 who are in school full time, make sure Travelers lists them as students. You will also need to contact Travelers before the beginning of each school period (semester, quarter, etc.) and provide proof that they are still full time students.

To avoid any problems using your drug card, you should keep the information at The Travelers on yourself and your dependents up to date. Much of this information can be given to The Travelers over the telephone. If you have any questions, call **1-800-842-5252** and talk to a Customer Service Representative.

Workers don't share productivity gains

Productivity and real hourly wage, 1984-1994



The 2.3 percent rise in U.S. productivity in 1994 continues a steady advance in the measure of average output of a worker in an hour. But workers' buying power generally has been stagnant after a period of decline. Since January 1994, real hourly earnings have risen a paltry 0.2 percent.

Real Earnings	
January	+1.2 percent
From Jan. '94	+0.2 percent
From Jan. '84	-6.4 percent
Unemployment rate	
January	5.7 percent
From Dec. '94	+0.3 percent
Consumer Price Index (CPI-W)	
January	+0.4 percent
Jan. '94-Jan. '95	+2.9 percent
Producer Price Index	
January	+0.3 percent
Employment Cost Index	
Fourth Quarter 1994	+0.4 percent +3.0 percent

AFL-CIO NEWSGRAPHIC

Managed Medical Care Programs - Questions and Answers

The next phase of sites eligible for a Managed Medical Care Program will be introduced under the Railroad Employees National Health and Welfare Plan. BRS members residing in the metropolitan areas of Boston, New Orleans, Baton Rouge and Knoxville will be able to choose between the existing Comprehensive Health Care Benefit (CHCB) and the new Managed Medical Care Program (MMCP). The listing on the next page outlines the areas surrounding these metropolitan areas by county. State is included if the managed care site crosses state lines. Employees in other areas of the country who presently do not reside within a managed care area will be advised when additional sites are available. The Travelers will administer these new sites.

Here is some information that should help BRS members understand the new Managed Medical Care Program.

What is Managed Care?

Managed Care is a way for you and your dependents to obtain quality medical care at a low cost with expanded coverage. Doctors who are part of a Managed Care network work together to give you and your dependents just the right care when you need it.

How does Managed Medical Care work?

If you are in the Managed Medical Care Program, you and your dependents will need to select a doctor from the network. This doctor is called a "Primary Care Physician" (PCP), and will be your personal doctor. Your PCP will keep all your medical records and know your health history. When you need medical care, you see your Primary Care Physician first. This doctor will treat you and, if necessary, refer you to a network specialist or facility.

What are some advantages of the Managed Medical Care Program?

- **No Claim Forms** - After you enroll, there are no claim forms to file when you receive care through your PCP.

- **Low Cost** - As long as you go to your Primary Care Physician, you'll only pay $15, called a "copayment," for an office visit, and there is no annual deductible or maximum.

- **Quality Care** - You'll have a doctor to turn to when you are sick and need care or advice. For instance, when you are faced with having an operation, you have access, through your PCP, to a wide range of network specialists and facilities.

- **No Patient Advocate** - There is no need to call Patient Advocate. Your PCP makes the call if needed.

What about Doctors in Managed Care Plans?

Doctors in Managed Care networks are revised every year to make sure that they continue to meet certain high quality standards. You receive a directory listing all the Primary Care Physicians in the network. You select a Primary Care Physician from this directory. You can pick a different PCP for each dependent. For example, you may want to choose a pediatrician for your children.

How do you join a Managed Medical Care Program?

If you live in an area where the Managed Medical Care Program is available, your medical benefits will be provided through MMCP unless you choose to remain in CHCB. If you live outside one of these areas, you will continue to be covered by the CHCB.

Will there be more information about Managed Medical Care?

In the next two months, employees who reside in new network areas will receive more information about the new Managed Medical Care Program by mail.

What about Hospital Association Members?

If you are a member of a Hospital Association, your benefits will remain unchanged. This new program only applies to your dependents, not to you.

If you receive information about the new Managed Medical Care Program, be sure to read it. That will help you make an informed decision about whether the Managed Medical Care Program is right for you and your dependents.

Next Sites For Managed Medical Care

The following are county/parish sites that will be eligible to participate in the next phase of the Managed Medical Care Program that becomes effective June 1, 1995.

Boston Area:
Bristol, MA
Essex, MA
Hampden, MA
Middlesex, MA
Norfolk, MA
Plymouth, MA
Suffolk, MA
Worcester, MA
Hillsborough, NH
Merrimack, NH
Rockingham, NH
Bristol, RI
Kent, RI
Newport, RI
Providence, RI
Washington, RI

New Orleans Area :
Assumption
Iberia
Jefferson
LaFourche
Orleans
Plaquemines
Saint Bernard
Saint Charles
Saint Mary
Saint Tammany
St. John the Baptist
Terrebonne

Baton Rouge Area:
Ascension
East Baton Rouge
Iberville
Livingston
Saint James
Tangipahoa
West Baton Rouge

Knoxville, Tennessee Area:
Anderson
Blount
Bradley
Carter
Grainger
Hamblen
Hamilton
Jefferson
Knox
Loudon
McMinn
Monroe
Roane
Sevier
Sullivan
Union
Washington

Union Privilege Helps Program Participants Affected By California Flood

Union members living in areas devastated by the recent floods in California may have one less financial worry, thanks to the Union Privilege/AFL-CIO programs.

Flood victims (or members affected by disruption of mail and other local services) who participate in the Union MasterCard and Union Member Mortgage & Real Estate programs may be eligible for payment extensions, financial assistance and other special help through Union Privilege program providers.

"We understand how tough it is for people to put their lives back together when disaster strikes," said Union Privilege President Charles McDonald. "That's why we've contacted our program providers and assembled this special-assistance package – to let our members know that we're here, and that we'll do whatever we can to help."

Assistance plans vary by program provider. To find out more, affected members are encouraged to call the following special phone numbers:

*** Union Member Mortgage & Real Estate – 1-800-257-0460**
*** Union MasterCard – 1-800-622-2580**

Union Privilege, AFL-CIO and its program suppliers offered similar program payment extensions and financial assistance to members affected by floods in Georgia last year, the disastrous flooding in the Midwest in 1993 and Hurricanes Andrew and Iniki in 1992.

Labor History

WPA: The New Deal In Action

By: Barbara L. Tischler
Barbara L. Tischler, Director of Admissions and Financial Aid at the School of General Studies, Columbia University, also teaches history at the university.

From 1935 to 1943, the Works Progress Administration (WPA) put millions of Americans to work constructing buildings, painting murals to decorate them, and performing plays for audiences that had never before seen a dramatic production.

Priming The Pump

"WPA architecture," "WPA art," even "WPA theatre," came to symbolize the spirit of those years when the federal government was willing to commit resources to priming the economic pump by providing work relief rather than a dole. Early in his administration, President Franklin Roosevelt recognized the need throughout the country for immediate relief, but he regarded a cash dole as a demeaning "narcotic, a subtle destroyer of the human spirit."

The Value Of Work

The WPA exemplified the value of work, and, although critics were sure to find WPA jobs that were little more than makework or "boondoggles," the governing idea, from the White House through the local agencies, was that WPA work should be as meaningful as possible.

Harry Hopkins, WPA Administrator, reminded his staff of the importance of their relief effort, noting that the WPA's first objective was "taking 3.5 million people off relief and putting them to work, and the secondary objective is to put them to work on the best possible projects we can, but don't let me hear any of you apologizing for it because it's nothing to be ashamed of."

The Great Depression

The Great Depression was one of the major challenges faced by the United States in the 20th century. After the Crash of October 1929, confidence in business eroded. Even President Herbert Hoover's assertion that "prosperity is just around the corner" could not hide the reality of unemployment, bread lines, and local relief agencies that were unprepared for the magnitude of the economic devastation.

By 1931, it was clear in Washington, D.C. that the federal government would have to play a role in solving the unemployment problem. But the issue remained: To what extent were government officials willing to change budgetary priorities to provide meaningful relief?

Civil Works Administration

The Hoover Administration's Reconstruction Finance Corporation provided only limited help in its loans to states for major construction projects, and the Federal Emergency Relief Administration (1933) was hampered by the fear of unbalanced budgets as it channeled a half-billion federal relief dollars to state and local agencies. By 1934, the idea of a federal agency that would combine relief from the depression and meaningful work was realized in the Civil Works Administration (CWA). In its brief life span, the CWA employed more than 4 million people building roads, schools, playgrounds, and other major construction projects.

The Second New Deal

The major break in budgetary and relief policy came on May 6, 1935 with the signing of Executive Order 7034 and the appropriation of $4.8 billion for the Works Progress Administration as part of Franklin Roosevelt's "Second New Deal".

During the Depression, meaningful work was crucial to the financial and psychic survival of a nation whose history was founded on an ethic that valued individual accomplishment.

Throughout its history, the WPA was plagued by problems: conservative critics saw little value in bringing opera to the Ozarks, and liberals and trade unions stressed the need for an even more extensive work relief program that would pay prevailing wages rather than a minimal stipend.

But during its short span of nine years, the WPA helped to keep families afloat.

The Work Lives On

Many of its structures and works of art still stand as monuments to the discovery of the American past of workers, farmers, African-American immigrants, and women, for whom the dignity of a job was vital in a time of crisis.

Obituaries

FRED A. APPLEMAN—retired member of **LOCAL 94.** Brother Appleman retired in 1974 after 38 years of service with the CSXT (Baltimore and Ohio Railroad Company). He was a Signal Maintainer at Columbus, Ohio, at the time of retirement.

WAYNE T. ARNOLD—active member of **LOCAL 176.** Brother Arnold served 20 years with CSX Transportation, Inc. He was a Signal Technician at the DeCoursey Yard, Corbin Division and resided in Cincinnati, Ohio, at the time of his death. Brother Arnold served the Brotherhood as a Trustee.

ELMO R. BENSON—retired member of **LOCAL 132.** Brother Benson retired in 1980 after 41 years of service with the Terminal Railroad Association of St. Louis. He was a Shop Signalman at St. Louis, Missouri, at the time of retirement.

JERRY D. BREWER—active member of **LOCAL 20.** Brother Brewer served 37.5 years with the Atchison, Topeka and Santa Fe Railway Company. He was a Signalman, and resided in Coal City, Illinois, at the time of his death.

THADDEUS BUDZINSKI—retired member of **LOCAL 1.** Brother Budzinski retired in 1986 after serving 25 years with Conrail. He was a Signalman at Tyrone, Pennsylvania, at the time of his retirement.

ROBERT F. CAMPBELL—active member of **LOCAL 76.** Brother Campbell served 35 years with the Metro-North Railroad. He was a Signalman at Croton-Harmon Yard, Croton, New York, at the time of his death.

IRVING E. COWART—active member of **LOCAL 7.** Brother Cowart served 2-1/2 years with Metro-North Commuter Railroad Company. He was a Signal Maintainer and resided at East Meadow, New York, at the time of his death.

T.P. DOWLING—retired member of **LOCAL 68.** Brother Dowling retired in 1968 after 45 years of service with Penn Central Transportation. He was a Signal Inspector/Western Division, at Elkhart, Indiana, at the time of retirement.

EDWARD J. DROLLINGER—retired member of **LOCAL 56.** Brother Drollinger retired in 1966 after 44 years of service with the Long Island Railroad Company. He was an Assistant Foreman at Jamaica, New York, at the time of retirement.

DOROTHY A. HIMEL—retired member of **LOCAL 200.** Sister Himel retired in 1979 after 12 years of service as a secretary at Grand Lodge. Sister Himel served as secretary to former President C.J. Chamberlain and former *Signalman's Journal* Editor R.W. McKnight.

WILLIAM A. MASSENGILL—retired member of **LOCAL 16.** Brother Massengill retired in 1977 after 34.5 years of service with the Atlantic Coast Line Railroad and Seaboard Coast Line Railroad Company. He was an Assistant Signal Maintainer at Kissimmee, Florida, at the time of retirement.

JOHN E. MURRAY—retired member of **LOCAL 119.** Brother Murray retired in 1966 after 39 years of service with the Chicago, Burlington and Quincy Railroad. He was a Signalman at Aurora, Illinois, at the time of retirement. Brother Murray served the Brotherhood as a Local Chairman.

JAMES M. MYERS—retired member of **LOCAL 1.** Brother Myers retired in 1981 after 36 years of service with Conrail. He was an Inspector C&S at Altoona, Pennsylvania, at the time of retirement.

JOHN T. NABORS—retired member of **LOCAL 2.** Brother Nabors retired in 1974 after 29.5 years of service with the Penn Central Railroad. He was a C&S Inspector at the Conway Yards, at the time of retirement.

WILBER L. PINGEL—retired member of **LOCAL 43.** Brother Pingel retired in 1964 after 42 years of service with the Chicago and North Western Transportation Company. He was a Signal Maintainer at Wheatland, Iowa, at the time of retirement.

IRVAN E. PROMEN—retired member of **LOCAL 29.** Brother Promen retired in 1970 after 34 years of service with the Illinois Central Railroad Company. He was a Signal Maintainer at Independence, Iowa, upon retirement.

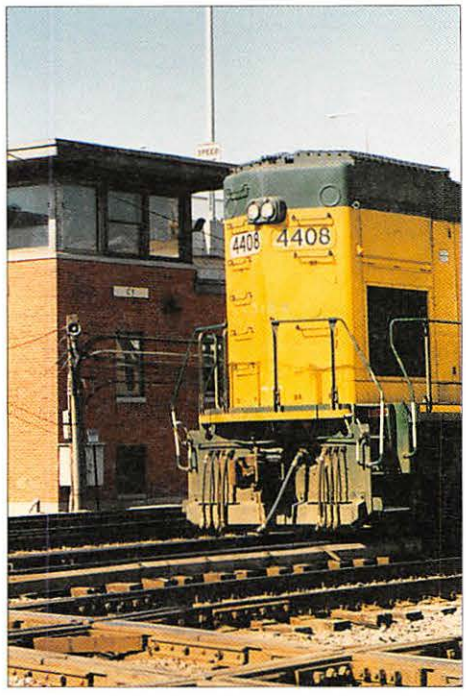
WILLIS E. RADER—retired member of **LOCAL 212.** Brother Rader retired in 1970 after 44 years of service with the New York Central Railroad. He was a Signal Maintenance Foreman at the time of retirement. Brother Rader served the Brotherhood as a Secretary.

L.S. SMITH—retired member of **LOCAL 16.** Brother Smith retired in 1973 after 27 years of service with the Seaboard Railroad. Brother Smith was a Signal Maintainer at Center Hill, Florida, at the time of retirement. Brother Smith served the Brotherhood as a Local Chairman.

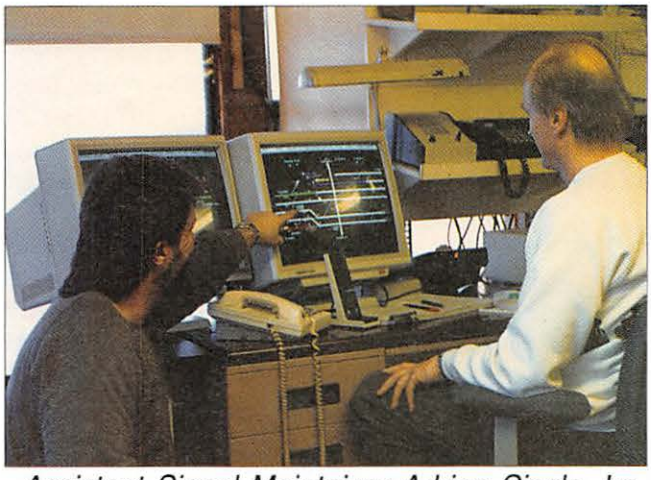
WILLIAM C. SPENCER—retired member of **LOCAL 161.** Brother Spencer retired in 1980 after 39 years of service with the Atchison, Topeka & Santa Fe Railway. Brother Spencer was a Signal Maintainer at Colorado Springs, Colorado, at the time of retirement.

CNW Interlocking Signal Towers

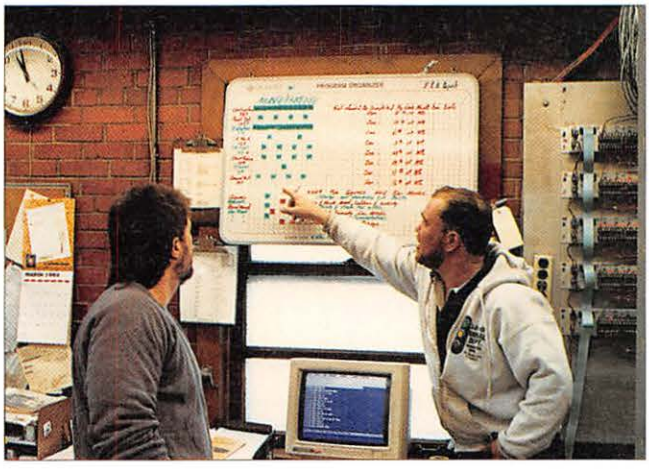
Lead Signal Maintainer K.J. Mulhern, Local 130, checks computer interface connections in the lower level of the CY Tower.



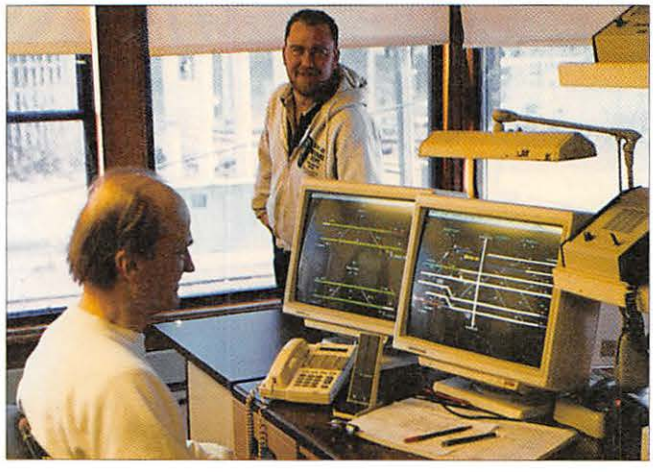
CNW Switch Engine #4408 passes over CY Tower's crossing.



Assistant Signal Maintainer Adrian Ciesla, Local 130, checks a signal route with CY Tower Operator, Rich Gogola.



Lead Maintainer K.J. Mulhern (r) points to some upcoming FRA test as Adrian Ciesla (l) looks on.



Lead Maintainer Mulhern acquires a track permit from the tower operator before testing.

Interlocking Signal Towers

The Mayfair Tower controls five rail crossings for the CNW and the NIRC (METRA).

Signal Maintainer T.S. Omaye, Local 130, performs routine switch maintenance and tests within the Mayfair interlocking limits.

T.S. Omaye checks for grounds in the Interlocker with a power switch in the reverse position.

T.S. Omaye hand cranks a model 5A switch machine to both the normal and reverse positions as he performs monthly power switch test.

Brother Omaye breaks for lunch. His office is located in the bottom of the Mayfair Interlocking tower.

BRS BENEFITS DIRECTORY

Where to file claims for all Travelers Insurance policies except Plan D:

	Residents of:	
The Travelers P.O. Box 2511 Augusta, GA 30903- 2511 1-800-842-5252	Connecticut Delaware Dist. of Columbia Florida Georgia Maine Maryland Massachusetts New Hampshire New Jersey	New York North Carolina Pennsylvania Puerto Rico Rhode Island South Carolina Vermont Virginia West Virginia
The Travelers P.O. Box 1200 Lansing, IL 60438- 0965 1-800-842-5252	Illinois Indiana Iowa Kentucky Michigan Minnesota	North Dakota Ohio South Dakota Tennessee Wisconsin
The Travelers P.O. Box 30985 Salt Lake City, UT 84130-0985 1-800-842-5252	Alaska Arizona California Hawaii Idaho Montana	Nevada Oregon Utah Washington Wyoming
The Travelers P.O. Box 660145 Dallas, TX 75266- 0145 1-800-842-5252	Alabama Arkansas Colorado Kansas Louisiana Mississippi	Missouri Nebraska New Mexico Oklahoma Texas

Where to file claims for Travelers Plan D (Under Policy GA-23111):

	Residents of:	
The Travelers P.O. Box 10066 Augusta, GA 30903- 2511 1-800-833-4455	Alabama Connecticut Delaware Dist. of Col. Florida Georgia Illinois Indiana Kentucky Maine Maryland Massachusetts Michigan Mississippi	NewHampshire New Jersey New York North Carolina Ohio Pennsylvania Puerto Rico Rhode Island South Carolina Tennessee Vermont Virginia West Virginia
The Travelers P.O. Box 30050 Salt Lake City, UT 84130 1-800-833-4455	Alaska Arizona Arkansas California Colorado Hawaii Idaho Iowa Kansas Louisiana Minnesota Missouri Montana	Nebraska Nevada New Mexico North Dakota Oklahoma Oregon South Dakota Texas Utah Washington Wisconsin Wyoming

Travelers Policy GA-23000
Patient Advocate Program:
1-800-842-4555

Travelers Silent Witness Program -
To report suspected billing fraud:
1-800-666-FRAUD

Mental Health and Substance Abuse Benefits

For treatment, claims or inquiries call:

Value Behavioral Health (VBH)
800-934-7245
(800-934-RAIL)

Supplemental Sickness Benefits under Group Policy No. R-5000:

Where to file claims:

Provident Insurance Co.
Group Claims - Franchise Division
P.O. Box 182526
Chattanooga, TN 37402
1-800-542-4231
Fax: (615) 499-3429

Dental Benefits under Group Policy No. GP-12000:

Where to file claims:

Aetna Life Insurance Company
P.O. Box 120
Grand Rapids, MI 49501-0120
(616) 942-6400

Prescription Drug Benefit:

$2.00 co-payment for generic $6.00 co-payment for brand name prescriptions up to 30 days at more than 30,000 participating pharmacies. $5.00 co-payment for mail order prescriptions up to 90 days. Available to members covered under Travelers plans GA-23000, GA-23111 Plan D, and GA-46000.

National Rx
1-800-842-0070

FELA Directory - BRS Counsel

When Signalmen suffer a work-related injury or illness, BRS members or their families are encouraged to determine their rights and benefits under the Federal Employers' Liability Act before agreeing to any settlement with the railroad employer. The Brotherhood of Railroad Signalmen has designated the attorneys listed in this directory to serve as qualified counsel for BRS members in employee injury cases covered by FELA.

Attorneys are listed by state and are designated to serve BRS members living or working in the general region of their offices. Designation of FELA counsel is by authority of the BRS Executive Council only.

BRS members are encouraged to provide information regarding FELA cases, including criticism or commendations regarding the service of designated counsel, and information on injuries and settlements. This information, which will be used in the continuing evaluation of this program, should be sent to W. D. Pickett, President, Brotherhood of Railroad Signalmen, Box U, Mount Prospect, IL 60056-9048.

***Bold** print denotes additions or changes since the last issue of the Journal.*

ALABAMA
Clarence M. Small, Jr.
1700 Financial Center
505 N. 20th St.
Birmingham, AL 35203-2607
Tel. (205) 328-8141
800-821-2994 (AL), 800-223-6159

CALIFORNIA
James F. Gilwee
700 E Street
Sacramento, CA 95814-1209
Tel. (916) 441-2980
800-345-2889 (CA), 800-445-2889

Jay A. Kaplan
5909 W. 3rd St.
Los Angeles, CA 90036
Tel. (213) 930-2744, 800-552-7526

CALIFORNIA (Cont.)
Frederick L. Nelson
414 - 13th St.
Oakland, CA 94612-2603
Tel. (510) 451-6732
800-448-7575 (CA), 800-447-7500

COLORADO
John J. Rossi
12203 East 2nd Ave.
Denver, CO 80011-8399
Tel. (303) 366-3501
800-421-6859 (CO), 800-325-4014

ILLINOIS
Frank W. Petro
310 S. Michigan Ave., Suite 2000
Chicago, IL 60604
Tel. (312) 362-9596, 800-472-5729

KANSAS
Payne H. Ratner, Jr.
444 North Market
P.O. Box 306
Wichita, KS 67201-0306
Tel. (316) 262-6423, 800-876-6423

MASSACHUSETTS
Robert T. Naumes
60 State St.
Boston, MA 02109
Tel. (617) 227-8444
800-431-4600

MINNESOTA
Robert N. Stone
565 Northstar East,
608 Second Ave. South
Minneapolis, MN 55402
Tel. (612) 339-4511, 800-328-4340

MISSOURI
Daniel Sawyer
106 West 14th St., 25th Floor
Kansas City, MO 64105-1992
Tel. (816) 221-5666, 800-821-5257

Drew C. Baebler
Suite 520
900 Walnut Street
St. Louis, MO 63102
Tel. (314)-241-7700, 800-682-4529

NEW MEXICO
Jay Thomas Youngdahl
1776 Montano Road N.W., Bldg. 2
Albuquerque, NM 87107
Tel. (505) 345-1771
800-256-8072

NEW YORK
Ira M. Maurer
122 E. 42nd St., Suite 1515
New York, NY 10168-0132
Tel. (212) 986-4921

OHIO
James B. Blumenstiel
261 W. Johnstown Rd.
Columbus, OH 43230
Tel. (614) 475-9511
800-346-5728 (OH)
800-346-5729

Harold S. Stern
1400 Renaissance Center
1350 Euclid Avenue
Cleveland, OH 44115
Tel. (216) 781-1700, 800-321-1700

OREGON
Monte Bricker
1300 American Bank Building
621 S.W. Morrison St.
Portland, OR 97205-3816
Tel. (503) 226-1151, 800-547-8811

PENNSYLVANIA
Joseph A. Coffey, Jr.
Two Bala Plaza, Suite 718
Bala Cynwyd, PA 19004
Tel. (215) 668-9800
800-336-2500 (PA), 800-334-2500

Paul Moses
1311 Frick Building
Pittsburgh, PA 15219
Tel. (412) 471-3740

TEXAS
Weldon Granger
10000 Memorial Dr., Suite 888
Houston, TX 77024
Tel. (713) 668-0230
800-392-0620 (TX)
800-231-3359

UTAH
Brent O. Hatch
10 West Broadway, Suite 750
Salt Lake City, UT 84101
Tel. (801)-532-7840, 800-574-6310

VIRGINIA
Willard Moody, Sr.
Commerce Bank Building, Suite 300
500 Crawford Street
P.O. Box 1138
Portsmouth, VA 23705
Tel. (804) 393-4093, 800-368-1033

Eddie W. Wilson
1294 Diamond Springs
P. O. Box 5369
Virginia Beach, VA 23455
Tel. (804)460-7776, 800-752-0042

WASHINGTON, D.C.
Larry Mann
400 North Capitol St. N.W., Suite 851
Washington, DC 20001
Tel. (202) 298-9191, 800-747-6266

CLOTH EMBLEM of BRS logo has white letters with red and black border, steam and diesel locomotives and green-over-red searchlight signal. Ideal for hats and jackets!

COASTERS are 3-inch diameter plastic with full-color BRS logo.

BRS MASTER NATIONAL AGREEMENT BOOK contains the basic provisions of national agreements negotiated with U.S. railroads and the BRS. The loose-leaf binder with 2-inch rings makes it easy to update or add additional materials, such as local agreements.

RS&I—HOURS OF SERVICE MANUAL contains vital information that every signalman should know about the federal regulations governing the Rules Standards and Instructions of Signal and Train Control Systems. The Hours of Service Act is included with an explanation and interpretation of the Act as prepared by the FRA. This manual is printed and distributed by the BRS for BRS members.

SIGNAL TRAINING COURSE as developed by Canadian National Ry., is used in signal training programs by many U.S. railroads. This modern premier training manual contains 4 volumes and 31 sections in one 3-inch binder. (copyrighted)

HISTORY OF THE BRS, ***"THE FIRST 75"*** as written by the late A. E. Lyon, who was BRS president 1934-1945. Contains the Brotherhood's history from its formation in 1901 through 1976. BRS members will enjoy reading about their Brotherhood's history and development.

NEW! BELT BUCKLE made of solid brass with BRS logo.

NEW! KEY TAGS made of solid brass with BRS logo and bound leather backing.

LAPEL PIN/TIE TACK has the BRS searchlight signal logo with outline and letters in gold. 5/8" in diameter. Makes an ideal hat pin!

DECALS have the BRS searchlight logo and are available in two diameter sizes - 2" & 4". The 2" decals have a **reflective** image of the BRS searchlight signal and are the perfect size for hard hats. The 4" decals have a **non-reflective** image of the BRS searchlight signal and are the perfect size for windows and bumpers. These pressure-sensitive decals are long-lasting and easy to apply.

GOLF CAPS have the BRS cloth colorlight emblem stitched to the front. Made of medium-weight cotton, they have an adjustable head band and come in three attractive colors.

GOLF SHIRTS are made of a cotton/polyester blend and have the BRS colorlight logo embroidered in red and green. These comfortable shirts have a right hand breast pocket and are available only in white and in men's sizes.

WINDBREAKERS made of light-weight red nylon, have the cloth BRS colorlight emblem, two slash pockets, elastic wrist band and a bottom drawstring.

SPORTS STYLE JACKETS have a medium-weight polyester/cotton blend shell with a nylon lining, elastic wrist and waist bands. Embroidered four-color BRS emblem. Available in light grey only.

Minimum order accepted is $15.00 (U.S. Funds)

Make check or money order payable to:

Brotherhood of Railroad Signalmen

Mail payment and order to:

Brotherhood of Railroad Signalmen
Box U
Mount Prospect, IL 60056-9048

NAME _____

CERTIFICATE NUMBER _____

STREET _____

CITY _____

STATE / ZIP _____

The Signalman's Store

ORDER FORM

Please send me the following:

Item		Quantity Ordered	Price Each	Total $
Cloth Emblems			$ 1.50	
Coasters			.35	
BRS Master National Agreement (loose-leaf binder)			10.00	
RS&I—Hours of Service Manual			2.50	
Signal Training Course CN Edition — 4 volumes with binder			50.00	
History of the BRS *"The First 75"*			10.00	
Belt Buckle			12.00	
Key Tags			7.00	
Lapel Pin / Tie Tack			4.50	
Ref. Decals	2-inch		.25	
Non-Ref.Decals	4-inch		.20	
Golf Caps	Black		6.00	
	Red		6.00	
	Grey		6.00	
Golf Shirts	Med.		19.00	
	Large		19.00	
	X-Lg.		19.00	
Wind-breakers	Small		20.00	
	Med.		20.00	
	Large		20.00	
	X-Lg.		20.00	
Sports Style Jackets	Med.		45.00	
	Large		45.00	
	X-Lg.		45.00	
	XX-Lg.		45.00	
TOTAL AMOUNT ENCLOSED				

If You Think You've Had A Tough Day, Imagine What It Was Like To Be A Signalman During World War II, 50 Years Ago!

Fifty years ago, our nation fought to ensure the liberty of the world during World War II. While the war raged, millions of Americans joined the work force to build the allies' arsenal of democracy. By the war's end, there were 18.7 million more people at work than at its beginning.

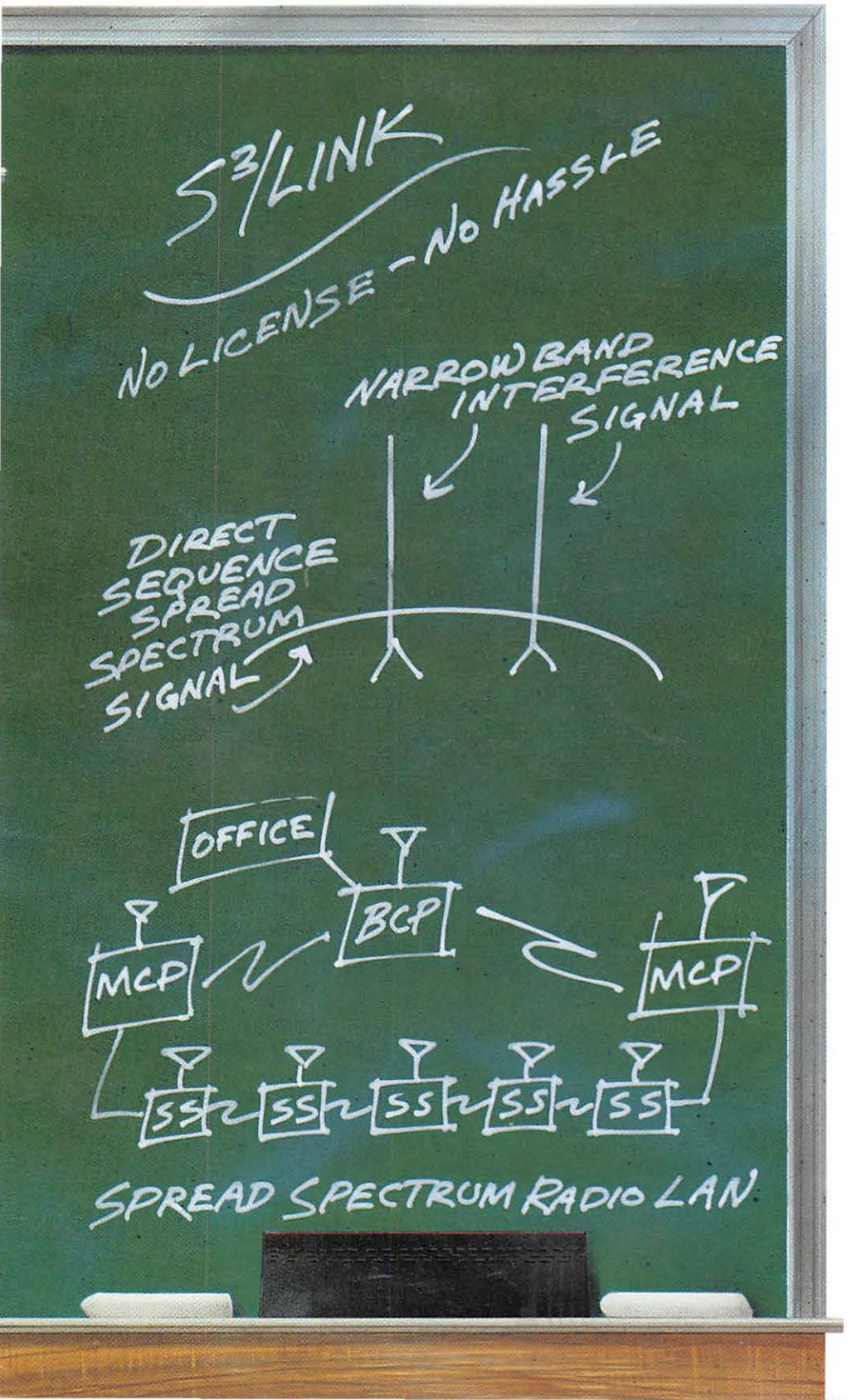
American labor was crucial to winning World War II. We would like to thank and honor those who worked on the home front, and the two thousand-plus Signalmen who answered the call to duty during World War II. The following list of dates shows when and where the *50th Anniversary of World War II Commemoration Committee* has scheduled American commemoration events.

"Salute to World War II Veterans", McDill AFB, and the Tampa/St. Petersburg, FL Community (April 21-23)
"Days of Remembrance", United States Capitol Rotunda, Washington, DC-National VE Day commemoration period (April 27)
" The Atomic Bomb and the End of the War", National Air and Space Museum, Washington, DC (May 1995 to January 1996)
"U.S. Armed Forces 50th Anniversary of World War II Reunion", Atlantic City, NJ (May 6-30)
"National VE Day Commemoration", Arlington National Cemetery, Arlington, VA (May 8)
"Truman Week at the Harry S. Truman Library, Independence, MO (May 5-8)
"VE Day Commemorations", Kansas City, MO (May 8)
"VE Day Commemorations", U.S. Holocaust Memorial Museum, Washington, DC (May 8)
"VE Day", Times Square Ceremony and Fleet Week at the Enterprise Air and Sea Museum, New York City, NY (May 8)
"Salute to the World War II Veterans/Armed Forces Day Open House, Andrews Air Force Base, MD (May 19)
Pittsburgh Founders Council's 1995 Memorial Day Weekend Celebration (May 26-28)
Memorial Day Concert, U.S. Capitol, Washington, DC (May 28)
"Week of National Observance of WWII", Washington, DC (May 29)
"Memorial Day Wreath Laying Ceremony", Arlington National Cemetery, Arlington, VA (May 29)

For more information contact:

50th Anniversary of World War II Commemoration Committee
1213 Jefferson Davis Hwy
Crystal Gateway Four, Suite 702
Crystal City, VA 22202
(703) 604-0819

NOW YOU CAN BREAK THE RULES OF RADIO WITHOUT BREAKING THE RULES OF THE FCC.



Maybe you've considered using radio to replace leased telephone lines or buried cables for remote links to your data-communications network. If so, you've probably been discouraged by FCC licensing requirements, a lack of available frequencies and interference that could threaten integrity.

Consider those problems solved.

Introducing S³/LINK: wireless spread-spectrum data communications.

Safetran's new S³/LINK data radios are based on a secure military spread- spectrum technology that only recently became licensed for commercial applications. Through computer processing, S³/LINK transceivers exchange information in the 900-MHz band using broadband unrecognizable signals. Unlike single-frequency or most "frequency-hopping" radios, S³/LINK is virtually immune to interference–even in crowded urban areas. It also requires no FCC license, frequency assignment or fee.

Fills ATCS gaps at a cost you can afford.

S³/LINK with its built-in modem provides a local link to your backbone data communications system through the nearest ATCS data radio. Typical applications include crossing monitoring, as well as links to hot journal, slide and other defect detectors, AEI data, and onboard equipment.

The price is right, too. With S³/Link, you can transmit data 5 to 10 miles for a fraction of the cost of buried cable—and you can say good-bye to pole lines.

Call or write today.

For full information on our low-cost S³/LINK short-hop solution, contact: Safetran Systems Corporation, 4650 Main Street NE, Minneapolis, MN 55421. Phone(612)572-0466, FAX(612)572-2641.

Safetran Systems